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Scale AVIATION Modeller International

Emperor's Wings

Part 8
Peter Fearis

Plus

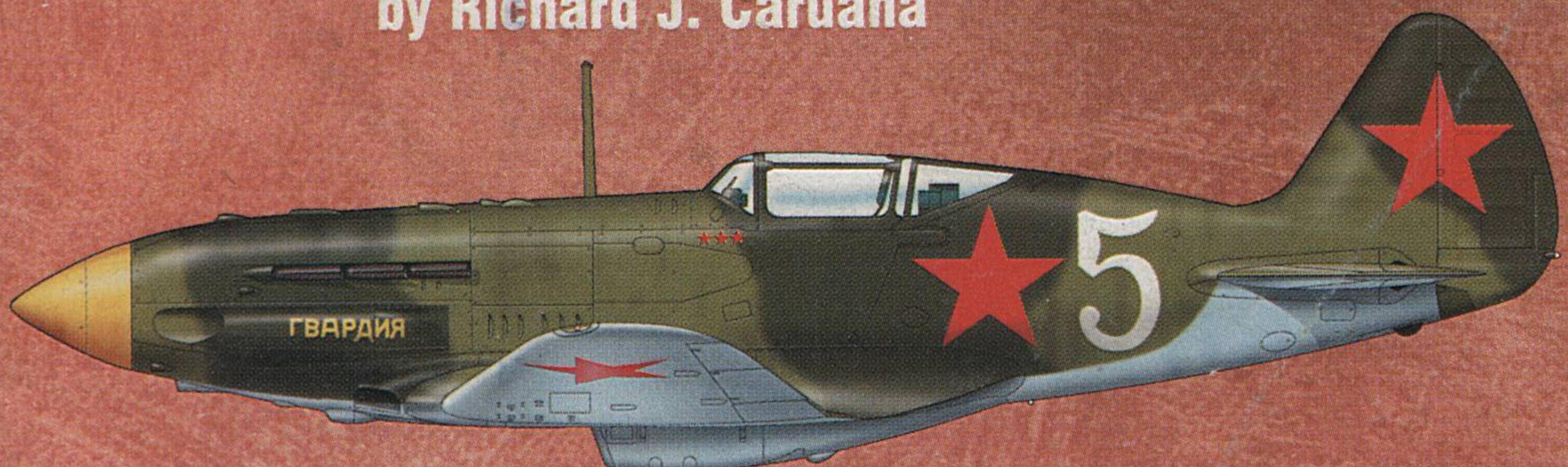
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Colour & Marking
Re-Issue Reviews
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Bookshelf

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The MiG-3
by Richard J. Caruana



24 PAGES OF NEWS & REVIEWS • MODELS • ACCESSORIES • DECALS

Grumman F8F-2 Bearcat



Technical Data

Manufacturer: Signum	Scale: 1/48th
Price: £TBA	Origin: Testors (USA)
Status: Reboxing	
Type: Injection Moulded Plastic	
Parts: Plastic 29, Clear 1	Decal Options: 2
Manufacturer: Przedsiębiorstwo EMPEX SC, ul. Grabiszyńska 57, 53-503 Wrocław, Poland	
Tel/Fax: + 071 724833	

history and colour schemes one side and assembly diagrams on the reverse. These are fairly basic but clear although stages four and five need to be reversed. Colours are listed as Pactra Enamel and Humbrol numbers with FS codes where appropriate.

Construction

Construction was very easy with hardly any cleaning of the parts required and I completed the whole kit with no filler. There was a fin/aerial in the rear top fuselage which was removed and wire aerial fitted in its place. The wings come as upper and lower sections so surgery would be required to make a model with the wings folded but the lines are well defined. Leave off part 31 at this stage as it interferes with the decals later on. Also the undercarriage is a little basic and would benefit from additional detail. The underwing stores consist of two bombs and four rockets. A centre line fuel tank is

also provided as most Bearcats appeared to fly with this fitted.

Accuracy

The final model measured 174mm long with a span of 225mm which sales out exactly to the 28'3" by 35' 10" quoted in Putnam's US Navy Aircraft. The overall look was excellent and is a convincing model of Grumman's fighter. The model does suffer with inaccuracies in regard to the cowling shape, although a correction set is available from Hi-Tech.

Colour Options

Two colour options are given, although these are both variations on the overall US Navy's Dark Blue period. The first is No.105 of VF-151 aboard USS Boxer in 1950 and the second No. 206 of VF-82 aboard USS Midway during August 1952.

The differences are in the numbers used and tail fin letters and coloured top section.

Decals

The decals by Techmod are thin but the colour is good, the white went over the blue aircraft with no colour showing through. However, they did not adhere too well so I added a dab of PVA under each one. Once the underwing decals are in place the pitot head, part 31, can be added.

Decal Rating = 8/10

Conclusion and Recommendation

A super model and very easy to construct which I would recommend to anyone.

My thanks to EMPEX SC for the review sample.

Paul G Gilson



The Kit

The Grumman Bearcat just missed the end of WWII with the US Navy, but saw action later in Indo-China with the French Armee de l'air and the Royal Thai Air Force. This kit is of the US Navy period and is cleanly moulded in light grey plastic, with recessed panel lines, by Testors. The clear parts are separately bagged and the decal sheet is by Techmod.

Instructions

The single sheet, approximately two end-on A4s double sided, has an outline

Tupelov Tu-154



Technical Data

Manufacturer: Tupolev	Scale: 1/200th
Status: New Tooling	Price: £12.99
Type: Injection Moulded Plastic	
Parts: Plastic; 18	Decal Options: 2
Manufacturer: Tupolev Aviation Corporation, Russia.	
UK Source: Pocketbond (see Advertiser Index)	

Construction

The fuselage pins are not aligned correctly, being out by about 1mm. The only solution to this is to remove them completely and superglue in sections along the whole thing. There was an area not fully formed on the right hand upper fuselage of the review kit; I have asked a friend who also had a copy and his was okay so maybe mine was a one off.

The wings and engine pods all needed the tabs thinning out to fit into the fuselage slots and care should be taken to ensure they align on opposite sides. There are only 16 parts to this kit so assembly isn't too time consuming. The fit after cleaning the edges was very good and only a little Tippex was needed to fill the hairline gap on top of the fuselage.

Accuracy

Well, making a kit of an aircraft you build for real should ensure you have lots of reference material available. The model is based on the B version and to my knowledge this is the first kit of this type. It looks accurate, the wingspan is slightly short at 18.5cm (should be 18.8) but the length is within 1mm which could be down to measuring methods. Figures used were from the Tupelov website on the Internet.

Colour Options

Very simple, gloss white upper fuselage and tailfin with grey flying surfaces and lower

fuselage. The height of the separation on the fuselage does differ with the schemes offered though, so check against a cut-out photocopy of the decal sheet first. The rear of the engine pods is burnt metal, and all three engines have a silver ring on the intakes. Leading edges of all flying surfaces are silver and all four surfaces have red tips top and bottom.

Decals

The box says two options but there are three in the kit. The first appears to be for the demonstrator/prototype and I was unable to find any references for this. The second is for the pre-CIS Aeroflot scheme and the third for the latest CIS era Aeroflot. Unfortunately some of the window decals were missing on the review sheet and the three colour Aeroflot tail flag was out of register so I used option 2. The decals look

very matt and I tested a spare first to make sure it wasn't going to explode, but they were fine. No white is included on the fuselage stripes which made painting the white and grey demarcation a little difficult as there is a thin white line under the side stripe. I did not have to use any sol/set mainly because the paints are gloss already.

Decal Rating = 6/10

Conclusion & Recommendation

A nice addition to the 1/200 scale airliner collection. I doubt if it will be made by anyone else. Easy to build although it could do with an undercarriage. Recommended for both beginners and those who wish to improve/detail the kit.

Paul Gold

The Kit

Moulded in off-white plastic, the kit does not come with any undercarriage or clear plastic. The parts look a little chunky and do need cleaning up slightly and there was a little flash present. Panel lines are very finely engraved.

Instructions

Printed on one large sheet is a brief history of the aircraft in several languages, a painting diagram, an exploded assembly view and a list of parts. Very basic but they do the job perfectly well.



Revell SA.330 Puma



Technical Data

Manufacturer: Revell®	Scale: 1/144th
Status: New Tooling	Price: £5.95
Type: Injection Moulded Plastic.	
Parts: Plastic 50, Clear 10	Decal Options: 2
UK Importer: Revell®, Binney & Smith (Europe) Ltd, Ampthill Road, Bedford. MK 42 9RS.	
Tel: 01234 360201	Fax: 01234 342110

The Kit

I saw the test shot of this kit at the 1997 IPMS/UK Nationals, and it looked very impressive at the time. The final version is every bit as good. Moulded in light grey plastic it features a detailed cockpit and interior as well as a profusion of very small parts, all well detailed.

Instructions

Printed in booklet form, 11 sides of just over A5 size, they are not as comprehensive as that sounds. Four sides are construction diagrams, two sides are painting instructions, and the other pages are various translations of safety notes.

Construction

Fit was excellent on all parts, though be careful as part 14 is shown the wrong way round on

the instructions. The tapered end should be toward the rear, although this is obvious when you try and fit the fuselage halves together. The assembly from step 7 should still face the tapered end or else the rotor head is too far forward. I also had a problem with fitting the cockpit front panel as the instrument console was not aligned, even though it looked and felt in place when assembling it. Brute force is not the answer either as when I tried to push the glass into place the console shot under the table where it was devoured by the monster that lives under there and feeds on small plastic parts. (George, the part eating carpet strikes again! - Ed)

Accuracy

I have measured everything against 3 sets of plans that I have and it is accurate. The problem is that it does not look correct from the front or the side. I am sure it is

accurate but it is just a victim of that strange phenomena that scaling something down does not necessarily mean it looks correct. Having said all that it is unmistakably a Puma.

The kit contains options for the sensor fit applied in Desert Storm and they appear accurate representations. Main rotor diameter is spot-on at 10.4cm (15.00 metres) and fuselage length is also spot-on at 9.75cm (14.06 m). Figures were taken from "Helicopters of the World" by Bill Gunston.

Colour Options

There are two options shown on the instructions, one in the standard green and grey and one in the Desert Storm scheme. Paint matches are from the Revell range but the sand scheme is a mix of 2 paints and the grey/green is also a mixture. I used Humbrol 250 for the sand which is still a little dark but avoids the need for mixing. Some of the colours called out in the instructions seem a little dubious to me, flesh coloured wheel

wheels and sling bay do not match up with the photos I have and the interior should be more turquoise than blue grey.

Decals

There are two decal options, the first is for XW207 from the Puma Sqn Middle East, Operation Desert Storm, Saudi Arabia Feb 1991, and the second is for a machine from 33 Sqn RAF Benson, June 1997. The decals were semi gloss, all were in register and with very little carrier film. No sol/set solutions were used and there was no silvering or problems.

Decal Rating = 9/10

Conclusion & Recommendations

A good little kit in an area not overflowing with choice. The decal and colour options could have been more inspired (Tiger stripes please!). No problems in assembly or decalling. I can therefore recommend this kit to all.

Paul Gold



MiG-31 Foxhound



Technical Data

Manufacturer: Zhengdefu (China)	
Scale: 1/72nd	Price: £TBA
Type: Injection Moulded Plastic	
Parts: Plastic 98, Clear 2	Decal Options: 2
UK Source: The Turntable (See Advertisers Index)	

The Kit

The kit components are cleanly moulded in light grey plastic with no sink marks and very little flash.

Instructions

The instructions are one double sided sheet of diagrams and text, unfortunately the text

is all in Chinese, apart from a few headings in English, so I had to follow the pictures and hope there were no hidden details in the text! Colours are given as Gunze Sangyo numbers which will need to be checked with a colour chart as the descriptions are Chinese with only a few FS numbers being mentioned.

Construction

Having just built the Prowler from this manufacturer I started this with some trepidation, but I was wrong as this kit was well moulded and fitted together with little filler. The cockpit is basic and the ejection seat sides needed thinning down, although I found it didn't show when installed. The rest

of the parts went together cleanly and the only filing required was to fit the air intake front sections to the fuselage. The canopies didn't quite fit but a dab of PVA sorted this and I was quickly onto the painting stage.

Accuracy

According to my 'Observers Book of Aircraft' the MiG-31 is 22.69m long with a span of 13.46m. The finished kit measures 317mm long with a span of 190mm which is about 2mm oversize in both directions. The finished aircraft certainly has the chunky and functional look of the original.

Colour Options

The instructions give details for only one colour scheme which is a basic light grey aircraft with no details as to period or unit. The diagrams only show the national insignia and an aircraft nose number so there is scope for detailing with the aid of

photographs and decals from the spares box.

Decals

The decals provided are a set of six red stars, six red stars with yellow outlines, a set of red numbers and one of blue numbers. The yellow was badly out of register so I had to trim these only to find they disintegrated in the water. I resorted to some spares from a previous MiG to finish the model.

Decal Rating = 0/10

Conclusion and Recommendation

This proved to be a simple and basically sound kit which I could recommend to any modeller. There is scope for further detail to be added with the aid of additional sources and photographs and I'd recommend replacing the decals.

My thanks to the Turntable for the review sample.

Paul G Gilson



Glencoe Wright Flyer and Spirit of St Louis



Technical Data

Manufacturer: Glencoe
Scale: 1/105th & 1/110th Origin: ITC
Status: Repackaging Price: £5.99
Type: Injection Moulded Plastic
Parts: Plastic 23 (Wright) & 15 (Spirit)
Decal Options: 1
Manufacturer: Glencoe Models Inc. Box 846, Northboro, MA 01532, USA.
UK Importer: Pocketbond Ltd (See Advertisers Index)

The Kit

Originally released by ITC more years ago than I can remember this kit is another of those that has been rescued by repairing the moulds, and really this shows in the amount of flash on nearly all the parts in this kit. It seems no effort was made to improve the fit or

design of the kits at the same time. Moulded in a very soft silver plastic which makes flash removal even harder and also makes it difficult to remove parts from the sprues.

Instructions

Very basic instructions are shown in exploded view on either side of the sheet, although the narrative instructions are easier to follow than the drawings.

Construction

Quite simple really, nothing fits as advertised! All parts showed signs of mould mismatching with a prominent join line around the edges, there are no locating pins

on any parts and the resulting butt joints needed lots of work with files and sandpaper to make acceptable. The Wright Flyer is probably the better of the two but it is harder to build with all those struts.

Accuracy

Both look very toy-like and show their age. As both are to an odd scale, 1/105 and 1/110, it was difficult to work out accuracy. The Spirit of St Louis is accurate in span but slightly short in length and the Wright Flyer is short on both, but more noticeably on length

Colour Options

Not really much of an option with two

'originals', just Silver and linen/wood.

Decals

The decals are the best part of the kit, 'Invis-a-clear' decals went on perfectly and lived up to their name as all the carrier film disappeared.

Decal Rating = 9/10

Conclusion & Recommendations

Whilst I commend Glencoe for bringing back kits from the past I think these two can only be recommended for beginners who are not too concerned about accuracy or fit, I even think they are beyond being modified except for scratch building about 75% of the parts. My thanks to Pocketbond for the review sample.

Paul Gold

Ilyushin Il-2



Technical Data

Manufacturer: Toko	Scale: 1/72nd
Status: New Tooling	Price: £5.99
Type: Injection Moulded Plastic	
Panel Lines: Engrave	
Parts: Plastic 75, Clear 2 Decal Options: 3	
UK Importer: Pocketbond Ltd (See Advertisers Index)	

The Kit

The kit comes in light grey plastic and although there's a little flash on some of the larger components, the mouldings are very crisp. There is a good level of engraved detail, even for the cockpit and armaments, plus recessed panel lines. The small canopy for this single-seat Shturmovik is excellent and very finely moulded.

Instructions

The instructions, in Ukrainian, English and German, begin with a short aircraft history and technical details, followed by a sprue diagram for numbering the parts. The instructions indicate that some of the smaller sub-assemblies, propeller, cockpit, undercarriage and weapons, should be completed first. The main page consists of a large, clear exploded diagram. The last three pages are given over to camouflage and decal instructions.

Construction

The kit goes together extremely well on the whole and is simple and straightforward to assemble.

The only negative point to note is a slightly poor fit of the two fuselage halves, compounded by a lack of locating lugs on these parts. A little filler was needed for a gap at the upper nose intake-fuselage join, but on the positive side the tailplanes and wings all fitted neatly against the fuselage, requiring no filler. The propeller assembly can be set aside and added after painting and decalling at the very end. Smaller components, such as undercarriage legs and rocket launch rails, are moulded very cleanly indeed. The model comes with a choice of weaponry, either eight 132mm rockets or eight 82mm rockets, as well as two 100kg bombs and two 20mm cannon.

Accuracy

According to the technical specifications provided by Toko, the span of the Il-2 was 14.6m, and the kit's wingspan scales up to 14.4m. The length of the real aircraft was 11.65m and the kit comes in at 11.52m. Overall then, as accurate a rendering as one could wish for in this scale.

Colour Options

Markings are provided for three separate Soviet machines. I chose 'Red 9' of the 174th Air Assault Regiment, Leningrad Front, winter 1941-42. Toko recommends a camouflage pattern using the greens Humbrol 78 and Humbrol 80, with Humbrol 65 Matt Aircraft Blue for the undersurfaces. I also sprayed on streaks of a black-brown mix for exhaust and cannon weathering. Two other options are given, an unidentified Il-2 in single-tone (Humbrol 80) green with

the slogan 'In the fight for the Motherland' in Cyrillic along both sides of the fuselage, and a white-painted example with the fuselage slogan 'Yaroslav Komsomol', from the winter of 1942-43.

Decals

The decals were fairly minimal for the option I chose, just red stars on the tail, fuselage and underwing surface, plus the tailfin number. There are even three tiny stencils for the propeller blades. Overall, the quality of the decals was very good, they adhered well and responded to my decal solution. Even so, I still managed to get a degree of silvering, but this was probably my doing. The register of the red stars against their thin white border was also thankfully very precise.

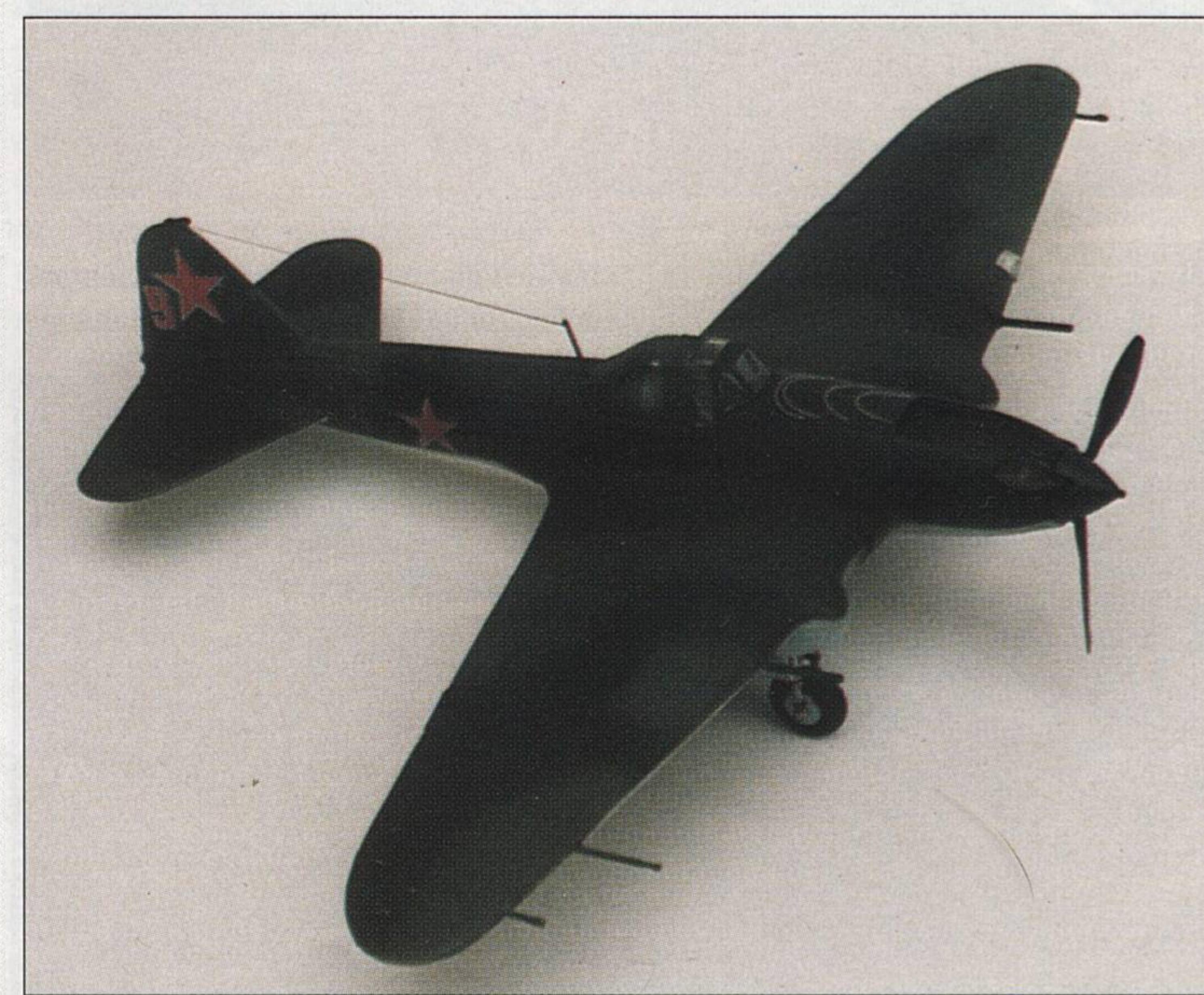
Decal Rating = 8/10.

Conclusion and Recommendation

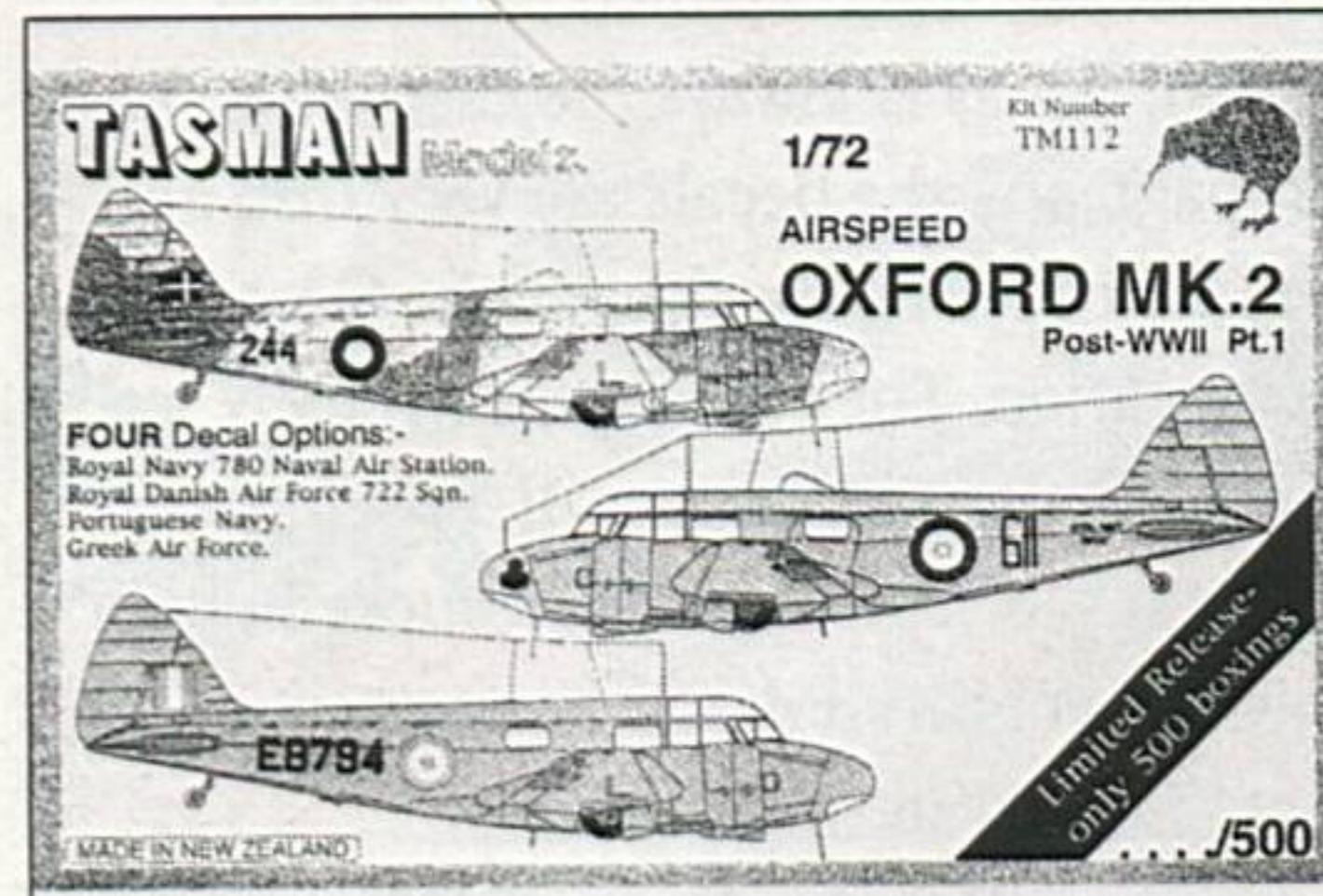
Highly recommended? Da! This is an excellent 1/72nd kit of the heavily armoured Soviet ground attack aircraft. Toko have come up with a real winner here. The model goes together on the whole very well indeed and the panel detailing on both the wing surfaces and the fuselage are in my opinion quite superb in this scale. The final result has loads of character and looks every inch an early Shturmovik. What's also encouraging is that at last we have an indigenous East European kit manufacturer tackling the subjects they ought to be good at, and producing top notch results. I can't wait now to get my hands on this firm's newly released Il-2M3 two-seater.

My thanks to Toko for the review sample.

Tom Mulligan



Airspeed Oxford Mk II 'Post WWII Pt.1'



Technical Data

Manufacturer:	Tasman	Scale:	1/72nd
Price:	£11.75		
Type:	Limited-Run Injection Moulded Plastic, White Metal and Vac-formed Clear		
Parts:	Plastic; 26, Metal; 14, Clear; 2		
Decal Options:	4 (RNAs, Dutch, Portuguese & Greek)		
Source:	Swan Model Engineering (See advertisers index)		

The Kit

This limited run model produced by Tasman (500 in total) comes in a sturdy flip-top box which contains the parts moulded in a fairly brittle grey plastic, one vac-formed crystal clear canopy, white metal parts for the props, undercarriage and engines and a decal sheet. Lastly there are numerous sheets of instructions, history, technical data with line drawings and a lovely cut away drawing showing EVERYTHING. There are also some good close-up black and white photos of a preserved machine for good measure.

Instructions

Though in written form, they are fairly precise in their directions, but if you have

made an Airfix kit then assembly is pretty straight-forward. They also include painting instructions with FS and Humbrol paints being quoted.

Construction

You will need to cut away the parts from the fairly thick sprue attachments, this is best done with a saw as the plastic is fairly brittle. The cockpit is fairly basic and you will need to produce a cockpit and cabin floor fashioned from plasticard. (a template is provided). With the amount of reference material at hand, there is no real reason not to go overboard with the internal detail, quite a bit can be seen through the extensive glazing. There was quite a lot of filling required full span on the upper wing piece and on the three-quarter lower wing join. Be careful when you join the wing to fuselage, there is a 4° dihedral, something that I missed as my model is set at zero. The white-metal parts need careful cleaning up and are relatively soft. The engines were painted Gun-Metal and then dry-brushed with Aluminium from the Humbrol range, and looked good tucked inside the two-piece engine cowl. While I'm on this subject, the parts need careful fitting and shaping to get a good concentric shape. One thing missed by Tasman and something that they do mention is that the maker needs to fabricate undercarriage doors from some stock plasticard; their size and position are easily established by the excellent photos supplied though.

The only real problem is the attachment of the canopy and nose glazing. The latter fits OK but required careful cutting out and

for the most part this applies to upper glazing too. Where I did come a cropper was when I tried to square up the side windows on the plastic moulding. I took too much off the lower side, so when it came to gluing the clear part, there was nothing for it to 'bite' to.

Accuracy

The Oxford should have a span of 16.25m (225mm) and a length of 10.50m (145mm). The model measured within 0.5mm bigger than scale, so this is what I would call 'spot on'.

Colour Options

Two colour schemes are provided though four decal options are available. The first option is a Dark Green/Dark Grey upper scheme with a Trainer Yellow underside. This is for a Royal Danish Air Force machine. The other three are an overall Aluminium dope scheme. This covers the Royal Navy 780 N.A.A. aircraft, a Portuguese Navy aircraft and finally, the one modelled here, a Greek Air Force machine. I used Halfords Volvo Silver (Met),

but others may wish to use a more 'flat' silver for their machine.

Decals

As already stated, four versions are available and come on a well printed sheet which has the carrier film covering the entire sheet. I used Halfords Clear Lacquer for the gloss surface but I did find that the carrier film was still visible even after using a decal softener.

Decal Rating = 5/10

Conclusion and Recommendations

A beautifully produced and well-thought-out model. Of course though, this is a limited run model so if you are expecting a 'kit out of the box' then you will be disappointed.

There is a lot of cleaning up but there is a lot of potential as well, and there is no real excuse to short-cut in the detail with the amount of reference material handed to you (on a plate) so to speak.

New Zealand doesn't just produce succulent lamb, but succulent models too.

My thanks to Tasman Models for the review sample.

Mark Turner



Bell X-1



Technical Data

Manufacturer:	Eduard	Scale:	1/48th
Status:	New Tooling (Standard Kit)		
Price:	£10.95		
Type:	Injection Moulded Plastic.		
Parts:	Plastic 41 Clear 1	Decal Options:	2
Manufacturer:	Eduard M.A., 435 21		
Obrnice 170, Czech Republic			
UK Source:	Four Plus UK (See Advertisers Index)		

The Kit

The parts are sharply moulded in pale grey plastic with finely engraved detail well up to the standard of any mainstream manufacturer. The sturdy box has a fine illustration of 'Chuck' Yeager's orange-painted 'Glamorous Glennis' dropping away from the B-29 mother ship.

Instructions

A six-sided gatefold gives brief history and

specifications in four languages, sprue map, paint references for the Tamiya, Humbrol, Revell, Testors and Aeromaster ranges, two pages of exploded-view assembly drawings and two more showing colour schemes and decal placement.

Construction

Assembly begins with the cockpit, comprising a floor pan, rear bulkhead, seatback/headrest, seatpan, side consoles, instrument panel, rudder pedals and the X-1's distinctive control yoke. Do ensure that part 23 is firmly attached inside the hollow part of the cockpit bulkhead, part 11. Though not immediately obvious from the instructions, this forms the mounting for the nosewheel leg, and if it becomes loose after the fuselage halves are joined it will be difficult to remedy, leaving the leg with nowhere to go. The X-1's cockpit was quite cluttered. I added some additional detail from plasticard and sprue, including small sections of plastic rod behind the panel to represent the instrument cases, clearly visible on the real thing. Eduard also offers a 'Profi Pack' version of this kit with many additional resin and etched parts. Though I have not seen this version, I imagine it will add much more detail in the cockpit, and perhaps also in the main wheel wells.

The painting instructions advise

Interior Green for the cockpit. I was sceptical, having seen many previous references to it being 'Medium Gray' or 'Neutral Gray'. Fortunately, my 'day job' had recently brought me into contact with Chalmers H. 'Slick' Goodlin, the Bell Aircraft Company X-1 project pilot who made 26 flights in the aircraft (including the first powered flight on 9 December 1946) before it was handed over to the USAAF and 'Chuck' Yeager. He told me: "Most of the X-1's cockpit was covered with black boxes. The dominating colours were black and gray, with dashes of red showing emergency switches and handles. What one could see of the basic structure showed zinc chromate green or gray-green, the colours used in most U.S. military aircraft of the period." So there you have it from the horse's mouth.

Once the cockpit assembly has been installed in a fuselage half there is ample room behind the bulkhead for necessary ballast (I used my favourite lead shot/epoxy mix) before the two sides are assembled. Next come the wings, each in one piece with very fine trailing-edges. Marked positions for the wingtip test booms must be drilled out, depending on which of the offered versions you choose to model. The booms themselves are very fragile and best left off until painting and

decalling is complete. Two tailplane styles are provided, with horn- or mass-balanced elevators. That completes the main airframe, save for the four-tube rocket exhaust and the cockpit hatch, which can be left off to reveal more of the interior than can be seen through the shallow 'greenhouse' canopy. Those planning to model 'Chuck' Yeager's Glamorous Glennis with the hatch separate might like to note that 'Slick' Goodlin says it was painted orange on both sides, a detail I have not previously seen recorded.

All wheels come in two halves and have excellent hub detail. If you plan to flatten the mainwheels' tyres to simulate load, be sure to keep the brake units on the rear face of the hub at the bottom of the wheel, and note how the mainwheels splayed outwards, as shown on the instructions. I was concerned that the lack of positive locating points for the two-part main landing gear legs and for the doors would prove troublesome, but in the event it all went together perfectly. There is no detail at all in the wheel bays, but it is hardly noticeable to any viewer not equipped with a dental mirror.

Accuracy

Jay Miller's Aerofax Datagraph 'Bell X-1

variants' gives the X-1's fuselage length (without nose-mounted pitot probe) as 30' 11" and span 28' 0". The model measures out about five scale inches short in length (but could be spot-on depending on where along the pitot probe fairing you start to measure from) and three scale inches short in span.

Colour Scheme

Two options are provided: 'Chuck' Yeager's 'Glamorous Glennis', 46-062 at the time of his first supersonic flight, in overall orange (F.S. 12243), and the second of the three X-1s, 46-063, while in NACA service, with white fuselage and fin, natural metal wings and tailplane and large black Xs for photographic reference on the fuselage. Having previously built the Revell 1/32nd scale X-1 as Glamorous Glennis, the NACA scheme was my choice, but with a variation. As illustrated on the instruction sheet this scheme is slightly at odds with published references such as the Aerofax Datagraph. The scheme depicted in the kit applied after '063 was rebuilt in 1950 following an accident, at which time paint was stripped from the wings only (not the tailplane) to facilitate addition of a spanwise row on tiny vortex generators. These are not moulded on the kit wings,



and adding them would be a task only for those of seriously masochistic bent, so if you want to model '063 as illustrated best ignore the minor inaccuracy (the vortex generators would be really tiny, even in this scale) but paint the tailplane white, not aluminium as suggested. Another (unillustrated) alternative (and the one I opted for) is to model '063 as first delivered to NACA: overall white with large national insignia (as supplied on the

decal sheet for Glamorous Glennis) on wings and fuselage and black walkway panels at the wing roots, but no 'X' markings. After applying a primer coat of matt white I airbrushed Humbrol Gloss White 22 overall.

Decals

By Propagteam, they provide all markings for the two versions, including some superbly printed, fully-legible stencils.

Colour is dense (though I suspect the white on the stars'n'bars will prove translucent when applied over orange paint), but as is always the case with Propagteam, the decals are very thin and will fold over themselves at the least provocation. They adhered extremely well (sometimes a little too well, proving reluctant to reposition) and sucked down into the engraved detail perfectly without need for any setting solutions.

Decal rating = 9/10

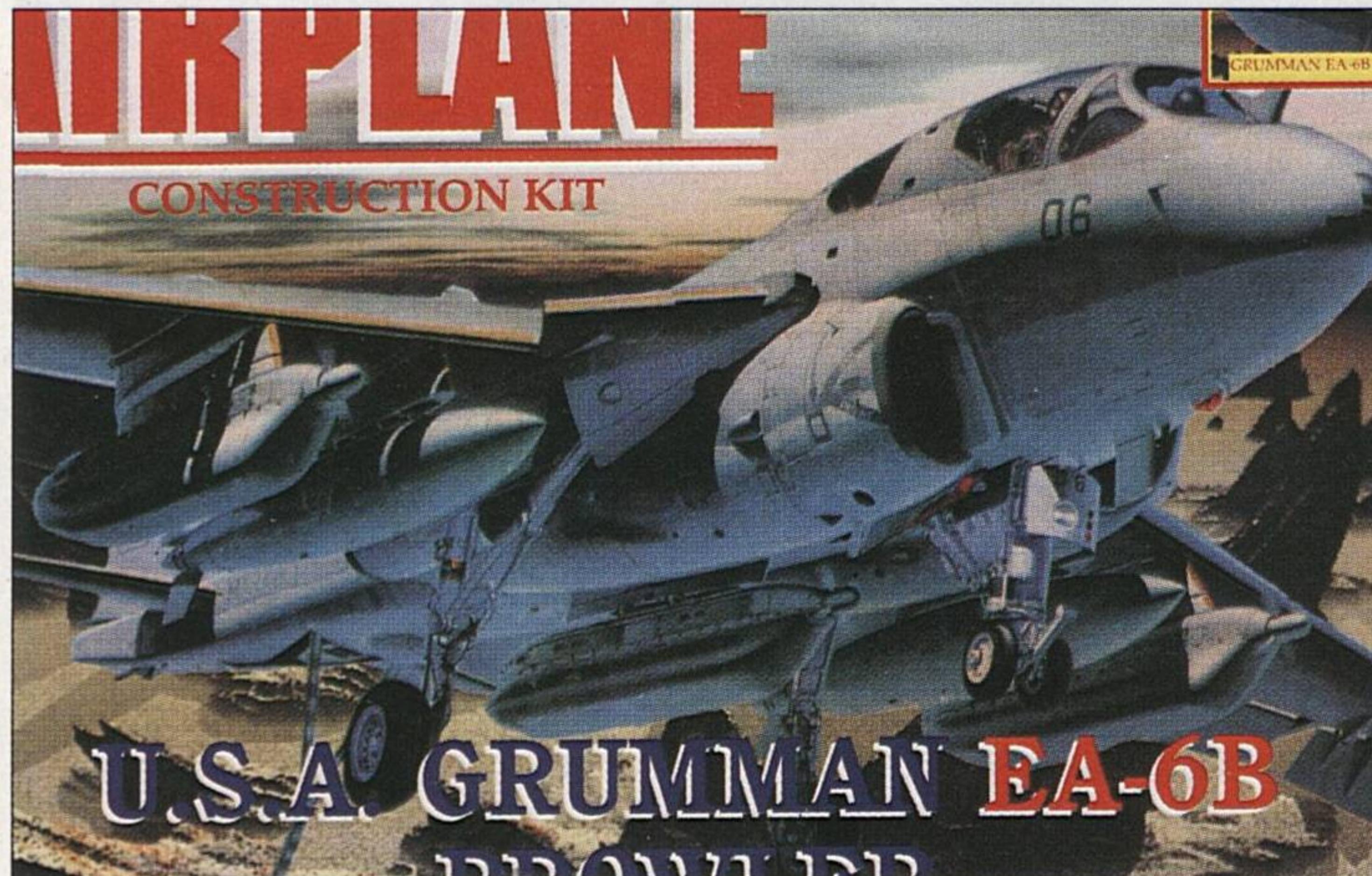
Conclusion & Recommendation

So far as I know this is the first ever injection-moulded kit of the X-1 in 1/48th scale, and most welcome. Excellent mouldings and near-perfect parts fit (I used a touch of filler at the wing roots, nowhere else) make it a pleasure to build and straightforward enough that modellers of virtually any level of ability should now be able to add this very significant aircraft to their collections. I enjoyed making the review model so much that I went out and bought another one.

My thanks to Four Plus UK for the review sample.

Mike Jerram

Grumman EA-6B Prowler



Technical Data

Manufacturer:	Zhengdefu (China)
Scale:	1/72nd
Price:	£5.50
Type:	Injection Moulded Plastic
Parts:	Plastic 90, Clear 4
Decal Options:	2 (VMAQ-2 & VAQ-136)
UK Source:	The Turntable (See Advertisers Index)

historical outline and modelling noted in English, but the rest is Chinese, which made note one difficult - "Read carefully and fully understand the manufacturers instruction book supplied with this kit." Colours are given by name with Gunze Sangyo and Mr Color numbers.

Construction

Construction was difficult from start to finish as the moulded parts were very badly formed and just didn't fit. The main fuselage had to be glued in sections, forced into place and then held by large elastic bands. I always had the feeling that the spring forces could cause the aircraft to explode at any moment! I added some weight under the cockpit floor to stop tail sitting. Once cleaned of flash the wing halves fitted quite well to each other but required a lot of filler at the wing roots. I started the undercarriage and then gave up

as the mould is about 3/4 mm out of alignment which meant the undercarriage struts were the shape of two loosely attached semi-circles. So it was doors closed, with the aid of some filler. The canopy was of the same quality and needed lashings of PVA to fill the air gaps.

Accuracy

The finished kit measures 250mm long with a span of 222mm which scales to 18m by 15.98m. This is about 1/4m short in both directions which is reasonable. Overall the finished model looks like the Prowler except for the canopy which didn't seat well.

Colour Options

The instructions give details for two colour schemes although these are almost the same basic colours of grey and white. One is for a member of the Marines Squadron VMAQ-2 with the Playboy bunny on the tail. The second is VAQ-136 from the US Navy and again has a colourful tail symbol and fuselage side stripes.

Decals

The markings included are not waterslide

decals but a self adhesive sheet from which the markings have to be cut. This is very glossy and difficult to part from the backing when cut exactly to size. They then didn't adhere to the model so I filed them in the bin and used some leftovers from the Hasegawa Prowler.

Decal Rating = 0/10

Conclusion and Recommendation

If all the mouldings are like mine I really couldn't recommend this kit to anyone. It didn't fit well and had naff 'decals'. At £5.50 it is cheap but then I picked up an original for £8 last year and it was a lot easier to build. I do worry that at this price it may be bought for children and could put them right off plastic kits.

My thanks to The Turntable for the review sample.

Paul G. Gilson

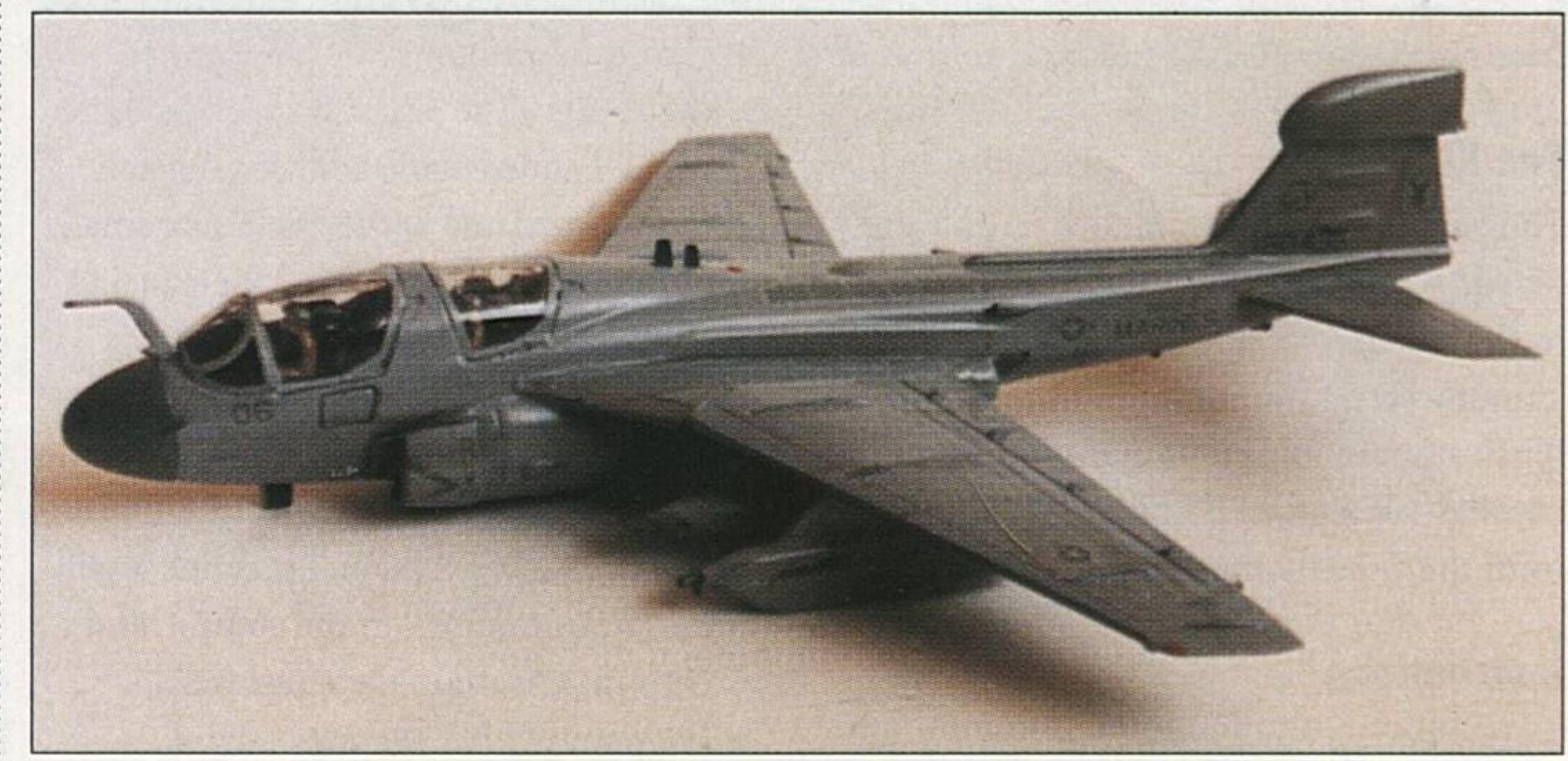
Note: To date we have been unable to obtain any confirmation from Zhengdefu with regard to the origin of this tooling - Ed

The Kit

This kit of the well known EA-6B Prowler appears to be a re-issue of the Hasegawa kit by Zhengdefu from China. However, the kit contents would indicate either the moulds have deteriorated very badly or there is some fault in the manufacturing process.

Instructions

These are a poor copy of the Hasegawa originals on newsprint type paper, it even left my fingers black! There is a brief



MiG I-17



Technical Data

Manufacturer: A Model	Scale: 1/72nd
Type: Injection Moulded Plastic	
Parts: Plastic 26, Clear 1	Decal Options: N/A
Manufacturer: A Model, Ukraine.	
UK Source: Pol Models (See Advertisers Index)	

The Kit

Moulded in soft milky white plastic the pieces are crudely produced with a lot of mismatching between parts. Though being a limited run injection model from the C.S.R. you can't really grumble.

Also included is one A4 instruction sheet and a thick single piece canopy. No decals are provided.

Instructions

As already stated, an A4 sheet containing a brief history and a three-step construction sequence and a paint guide are provided.

Sikorsky S-XVI



Technical Data

Manufacturer: Dako Plast	Status: New Tooling ✓
Scale: 1/72nd	Panel Lines: Engraved ✓
Quality: • 2	Fabric Effect: ✓
Type: Injection Moulded Plastic	Price: £4.95
Parts: Plastic 49	Decal Options: 1
Source: Pol Models (See Advertiser Index)	

The Kit.

This kit is injection moulded in grey plastic which is rather thin and brittle. The parts, the majority of which are quite small, are contained on one thick rectangular sprue which helps to protect them from damage. Despite their size the parts are well moulded and have a slightly matt finish to them and the aileron, elevator and rudder hinge lines are all well defined.

Instructions.

Russian is the predominant language. One single double-sided sheet of multilingual A4, one side gives a potted history of this aircraft that was the first Russian fighter aircraft, with four views of this diminutive aircraft showing the position of the

These are fairly adequate but fall down with regard to the exact position of the undercarriage legs and doors.

Construction

Starting with the very basic cockpit, a blank instrument panel, seat and a pilot are provided. Leave out the pilot because he looks like a genetically altered blob. I followed the painting instructions for the interior but you will not see anything once the canopy is in place anyway. Incidentally, because of the poor quality clear canopy, I painted the inside with Tamiya Smoke. The rest of the assembly (wings etc.) are very quickly put together, but there is a gap of about 5mm between the wings/fuselage join. An awful lot of Milliput (White Superfine) was used and the raised detail was lost in the sanding process.

As already said the instructions regarding the undercarriage legs, doors and struts are a little vague about some of their positions. Parts B6, B7 for example. I think I've got them in the right place but there's still doubt in my mind.

Accuracy

According to 'The History of Soviet Aircraft from 1918' by Vaclav Nemecek the span should be 9m and the length 5.95m (125mm and 82.6mm). The model measured 136mm by 101mm. I double checked these measurements and they read the same, so it's quite noticeably overscale,

markings together with the paint colours. The reverse side shows exploded assembly diagrams, which also show side and front views of the undercarriage area, which proved very useful during construction. The instructions themselves are quite easy to follow and items to be painted are called out in an exploded view. The paint codes refer to both Humbrol and Tamiya colours.

Construction.

Assembly begins by joining the two parts of the fuselage together, as the cockpit floor sits in the centre of the lower wing. The cockpit area contains the usual items, seat, stick and rudder pedals but there is no instrument panel, only what appears to be a fuel tank instead. The radial engine, which is beautifully moulded, fits on the front of the fuselage and the cowling fits neatly around this. A single machine-gun, again nicely moulded, sits on top of the fuselage in front of the cockpit. Make sure it is correctly positioned otherwise one of the struts will foul it. Adding the tailplanes and fin completes the fuselage.

The fuselage sits on top of the lower wing. The joint between the wing and fuselage is very neat and no filler was needed. Well, that was the easy part, we now start 'strutting our stuff'! Eight very delicate struts hold the upper and lower wing and fuselage together. I started by installing the four outer ones using super glue and a template made from card and paint tins. After letting the superglue harden I then installed the remainder of the struts. Two of these required modification so that they

although the outline is good and the wings have their characteristic wide chord which was fairly normal for early Russian low-wing monoplanes.

Decals

None provided, but I'm pretty sure no markings were carried on the real thing anyway.

Colour Options

Just one is offered, with a red fuselage and blue nose. Not being very ginned up on pre-war Russian aircraft, I used Humbrol 174 and 109 respectively. The wheels were painted chrome silver and the tyres a mix of

black and a little of the above-mentioned blue to lighten the colour.

I have noticed that tyres are more blue/grey than just dark grey (well to me anyway!).

Conclusion and recommendations

Though a very basic kit and a fairly quick builder (the kit, not me!), it wasn't that enjoyable, and the end result is something that I am unhappy with. Only recommended to the 'must haves' but no one else. Save your money peeps.

Tom Mulligan



fitted the coaming around the cockpit. The undercarriage tested my patience to the limit, the problem being the delicate components involved and some uncertainty as to how it all fitted together. This is where the front and side views came in handy. Here you do have a choice because included in the kit are both a wheeled version and with skis. I chose the wheeled version because I thought that the undercarriage structure would not take the weight of the skis. There was also the fact that skis would have to be aligned with the ground very exactly. Anyway I discovered the wheels were just as difficult to align, as the skis would have been. I had thought about adding some rigging from stretched sprue but given the delicate nature of this model I

will wait until I have finished taking any photos before attempting this.

Accuracy

I have not been able to find any photos or plans of this aircraft. 'The Guinness Book of Aircraft' mentions that this aircraft, which was designed by Igor Sikorsky as an escort for his 'Ilya Muromets' Bomber, was a two-seater. Now clearly this is a single-seater, so how accurate is the rest of the model? The model is 83mm in length and has a wingspan of 112mm which works out to a length of just under 6m and a wingspan of a little over 8m in reality.

Colour Options.

Only one option comes with this kit, that of



overall cream. As the model is so small I decided to hand paint it using Humbrol 103 (Matt Cream). I tried to give it a slightly streaky finish to represent grimy doped linen using a wash of Johnson's Clear and Humbrol black acrylic. The front engine cowling was assigned Gunmetal in the instructions, but I decided that Humbrol 27002-3 (Polished Aluminium) would be more appropriate. The propeller was painted Humbrol 110 (Natural Wood) as was the

coaming around the cockpit. The interior of the cockpit is painted Humbrol 64 (Light Grey). I then added some detail to make it look like the interior bracing using a black drawing pen. The machine-gun and the tyres were painted black.

Decals.

Pre-Soviet Russian markings are provided in the kit. These consist of red, blue and white roundels for upper and lower wings

and triangles for the fin and fuselage. The actual decals are glossy, in register and quite thick but bedded down nicely using Humbrol Decalfix. The wings and fuselage were then given a coat of Humbrol Satin Cote to blend everything in.

Decal Rating = 7/10

Conclusion and Recommendation.

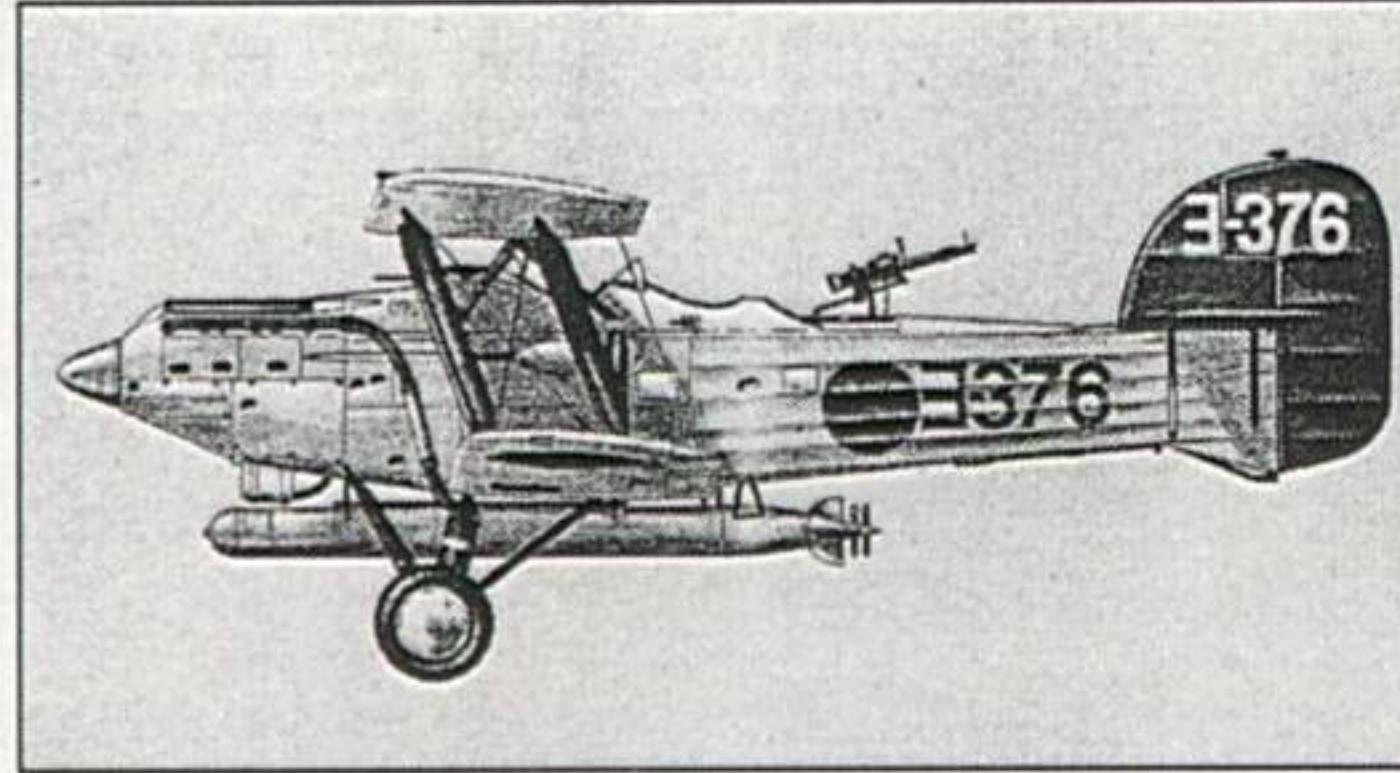
This was certainly a strange bird. Whether it is a good representation of this aircraft

without any suitable reference material is hard to judge but I certainly enjoyed building it. Anyone who collects Russian aircraft should have one in their collection. If you can build any of the Airfix World War One kits then you can build this one. All you need is patience and a steady hand. Recommended.

My thanks to Pocketbond for the review sample.

Don Robson

Mitsubishi B2M1



Technical Data

Manufacturer: Choroszy Model
Scale: 1/72nd Price: £TBA
Type: Resin & White Metal
Parts: Resin 54, Metal 4 Decal Options: 2
Manufacturer: Choroszy Model-Bud, 32-070 Kraków, Czernichów 371, Poland. Tel: 47 09 94

The Kit

Moulded in high quality resin this is a kit aimed firmly at the enthusiast. The quality of the parts is to the highest standard with finely reproduced representations of the fuselage and wing ribbing. Choroszy models have, either through taking note of suggestions put forward, or by sheer fluke, dispensed with the very poor quality white-metal parts that in the past have let their kits down. Only a very good rear gun assembly now remains in white metal. On the negative side, some of the resin parts (mainly the interplane struts) are loose, so identifying which is which can be a little frustrating!

Instructions

Supplied on a double sided sheet the instructions are both well illustrated and concise for this type of kit.

Construction

Assembly, as always, begins with the cockpit interior. This is extremely well detailed, although I cannot help to think that some guess-work must have been used here the overall look is most convincing. A total of seven pieces of finely cast resin make up the interior, which once assembled and positioned can be painted with the rest of the fuselage interior. As this was a Mitsubishi aircraft I decided to paint the interior in the grey-green which is associated with other Mitsubishi types. The fuselage halves are then joined together using cyanoacrylate glue, the fit being very good.

Attention is then turned to the lower wings. These are butt joined to the fuselage; to make the joints stronger I drilled small holes into both the wings and fuselage and inserted short pins. When these were I dry,

I turned to the tail assembly. I hold my hands up here, I made a mistake! At the base of the leading part of the fin is a block of resin that looks as if it should be there, it should not! I did not notice this error until the model was completed and I started to add the rigging. Carefully remove this section if you build the kit, it's easy to spot once you know it needs to be taken off. With the fin and tailplanes added I moved on to the upper wing.

This is quite easily the most frustrating and irritating part of assembling this kit! To start with the interplane struts were loose, so determining which was which became a nightmare. To add to this every time I picked up the three-part upper wing I managed to break one of the components off. Any way, after considerable swearing and leaving the model alone for a while, the whole assembly finally came together. Looking back it would have been better to have put the model to one side for a while to let my frustration die down. With the wings in place I began the undercarriage. I must admit I thought this was going to be as bad as the wing assembly, but it isn't. With care the whole unit is simple to assemble. Very little is now left to be added and what is left to be constructed presents no problems providing care is taken.

Accuracy

According to the dimensions given in the kit, the model scales out to be well within acceptable limits, but more importantly the overall appearance of the model looks just like the photographs I have in an old Koku Fan.

Colour Options

As this is an Imperial Navy aircraft of pre-war vintage the colour schemes are limited to the very attractive overall silver dope with gloss red tail surfaces and gloss black struts. Tamiya's matt aluminium was used for the silver and their X7 red was used for the tail surfaces. The struts were painted with Humbrol Gloss Black.

Decals

As anyone who has read my reviews of Choroszy model kits before will be aware, I have always been very disappointed by their decals. They look good but fall to pieces. I don't know if the gentlemen behind Choroszy models take notice of what's been said or if Choroszy models have simply evolved, but these decals are far better than any of the previous ones I have used. Care must still be taken, but this time not a single decal fell to pieces on me.

The markings in the kit cover a B2M1 of

the Yokosuka Kokutai, 1934, and a B2M1 of the Omura Kokutai, 1936.

Decal Rating = 6/10

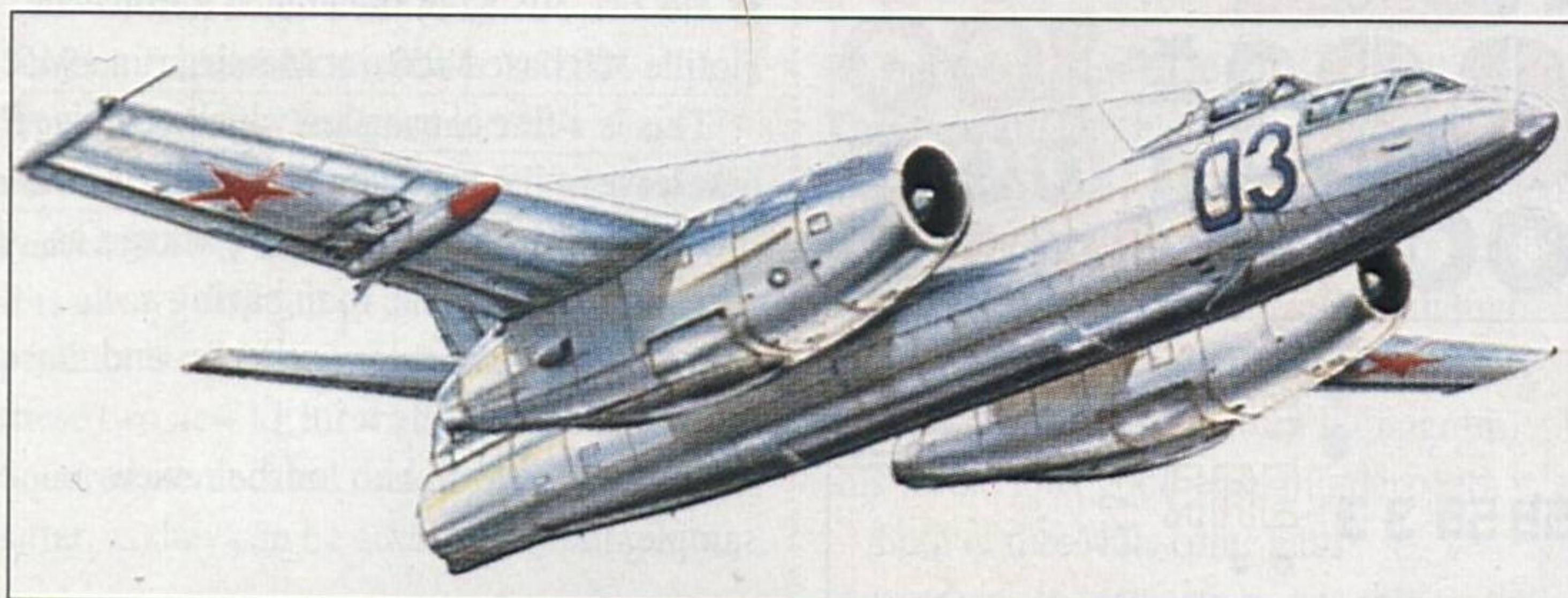
Conclusion and recommendation

This model, despite its complexity of construction with the wings is superb. The quality of the parts and the clear signs that the makers of Choroszy models want to improve and develop their kits as time goes by, clearly shows they understand the people that build their models. (Which is more than can be said for the rest of us - Typist). The replacement of those awful white-metal parts and the improvement in the decals go to prove this. I feel Choroszy models should be encouraged as they will in the not too distant future become the leading exponents of limited-run resin kits, of this I am sure. This model can be recommended to all with experience and a passion for the subject, but I would suggest that all modellers keep an eye on their range, something of interest to you will come along one day and they are excellent kits to cut your resin teeth on. My thanks to Choroszy Models for the review sample.

Peter Fearis



Ilyushin Il-28U 'Mascot'



Technical Data

Manufacturer: Bilek	Scale: 1/72nd
Status: New Tooling ✓	
Panel Lines: Engraved ✓	Fabric Effect: N/A
Quality: • 2	Price: £9.99
Type: Injection Moulded Plastic	
Parts: Plastic 161, Clear 9	
Decal Options: 3	Source: Hannants
(See Advertisers Index)	

The Kit

The Ilyushin Il-28U Mascot is the two-seat training version of the Soviet Union's long-serving Il-28 Beagle bomber, which entered service in 1950. It's the first time this version has been produced in injection moulded form, so Russian-aviation fans will be grateful to the Czech company for this latest addition to their range. The kit comes in 105 dark grey plastic parts, including a sprue of canopy transparencies and landing-lights. There's quite a bit of useful moulded detail in interior areas such as the bomb-bay, engine intakes, undercarriage bays and cockpits, while the outer surfaces are engraved with finely recessed panel lines.

This Ilyushin also comes with some interesting extras, more Russian bombs than you'd ever want to see, two rocket-assisted take-off (RATO) units and a couple of large under-wing stores that appear to be drop-tanks.

Instructions

Four sides of A4 include construction diagrams in nine stages and a sprue-map with parts numbered, although the parts are numbered on the sprues themselves as well. This shows the kit's relationship to the earlier-released Il-28 Beagle, as there are a few parts (rear guns, tip-tanks) indicated not for use on the trainer version. The exploded diagrams are a bit on the small side, making it difficult to see exactly where some smaller parts should be positioned. Colours are given for both Model Master and Humbrol paints. Finally,

Bilek have provided some nicely detailed, close-up sketches of the cockpit interior, ejection seats, engine and nose-wheel, marked with Model Master painting instructions.

Construction

I encountered problems at each stage of assembly, usually caused through a combination of poorly fitting components and instructions that on some of the more intricate points just aren't clear enough. It's good that inside the aft-cockpit, Bilek provide instrument consoles along each side of the ejector seat, as well as an instrument panel. But if they're positioned on the cockpit floor where it seems the diagram indicates, they act as a barrier to the two fuselage halves joining properly. The cockpit floor in the forward fuselage also doubles as the roof of the nosewheel well, and unless it's positioned properly there'll be undercarriage problems later. Overall, the entire twin cockpit assembly is hampered by unclear instructions and a general poor fit.

Once it was in place, I found there was a lot of unrealistic space in the forward cockpit aside from the ejection seat, control column and instrument panel. I built a bulkhead around the instrument panel to situate it properly and added some scratch-built side consoles, to give a slightly more crowded appearance to the area.

I really had my work cut out with the filler and wet-and-dry to complete the assembly of the two jet engines. Part 21, an engine bulkhead, has to be carved down in size to fit at the front of engine nacelles (14 and 17). The fit of the engines to the wings themselves isn't too good either with more filler, and more sanding needed here.

The inclusion of the RATO units (I painted them gunmetal and dry-brushed them with aluminium) adds a nice touch. The bomb doors can be placed in an open position to display the ordinance and the crew hatch at the rear can also be

positioned open.

Another area that isn't clear is the construction of the rear gunner's unit. The guns are omitted on the Il-28U and photo sources show that the slits in the ball turret should be filled. But in the kit it's not quite clear how the ball turret parts should go together, and the rear gunner's glass canopy needs trimming for a better fit.

Accuracy

Bill Gunstone's "Osprey Encyclopedia of Russian Aircraft" gives the Il-28 a wingspan of 21.45m and its length as 17.65m. The model scales up to a wingspan of 21.02m and a length of 17.35m. So it's only a scale 30cm or so out in its dimensions, a highly acceptable margin in my view.

The question I kept asking myself while making this kit was did the Mascot really carry that large ventral radome blister under the forward fuselage, a feature of its Beagle brother? My picture sources of actual Mascots, admittedly pretty scant, suggest that it shouldn't be there. The kit instructions, the box-top art work and box side views all give ambiguous information. I left it on in the end, because some major surgery would have to be carried out to remove it. Second question, just what are those underwing stores? In Czech they're identified as 'Terc PM-6', but I was unable to find out precisely what this means, let alone whether they were accurate or to scale.

Finally, the finished model's stance has a rather high, gawky appearance caused by stalk-like undercarriage legs, that I suspect are too long.

Colour Options

Markings are provided for four aircraft, all of them to be painted all-over aluminium or natural metal finish.

There are two Czechoslovak machines

from 1963 and 1964, an East German Il-28U from 1972 with a nose squadron badge and finally 'Blue 03', USSR, 1969. However, I opted for a camouflaged East German version from the 1980s, based on references in the book 'East German Air Force' by C. J. van Gent, (Airlife 1993). For this I used Humbrol 186 brown and Humbrol 117 green and a mix of Humbrol 89 and 147 for the underside blue.

Decals

The diamond East German markings needed a slight trimming to remove a white edge down one side where the printing was slightly off-register. Otherwise the quality and colour of the decals were good and they responded to decal solution. My only gripe is that three differently sized GDR diamonds are provided, and numbered on the sheet, but the instructions leave you in the dark as to where each should be positioned. I put the largest four on the wings, the medium-sized two on the fuselage and the smallest couple on the tailfin.

I would also have liked to see some stencilling markings provided for this large aircraft.

Decal rating = 7/10.

Conclusion and Recommendation

There are some problems with this kit inherent in its construction and final appearance, but I imagine most modellers could find a way round them and come up with a very reasonable looking Mascot. It is an unusual Russian-aviation subject and a kit-building challenge, and for all these reasons I recommend it, despite the difficulties.

My thanks to Hannants for the review sample.

Tom Mulligan



Thank You

Scale Aviation Modeller International would like to extend our thanks to REVELL®, Binney & Smith (Europe) Ltd for the generous supply of paints and accessories from their extensive range.



Thank You

Scale Aviation Modeller International would like to extend our thanks to AeroMaster for the generous supply of paints from their "Warbird Color" and "Warbird Acrylic Color" range.



Thank You

Scale Aviation Modeller International would like to extend our thanks to Humbrol Ltd for the generous supply of paints and accessories from their extensive range.

Do 24 Conversion from Dekno

Subject: Dornier Do 24 **Scale:** 1/72nd

Type: Conversion **Designed for:** Italeri kit

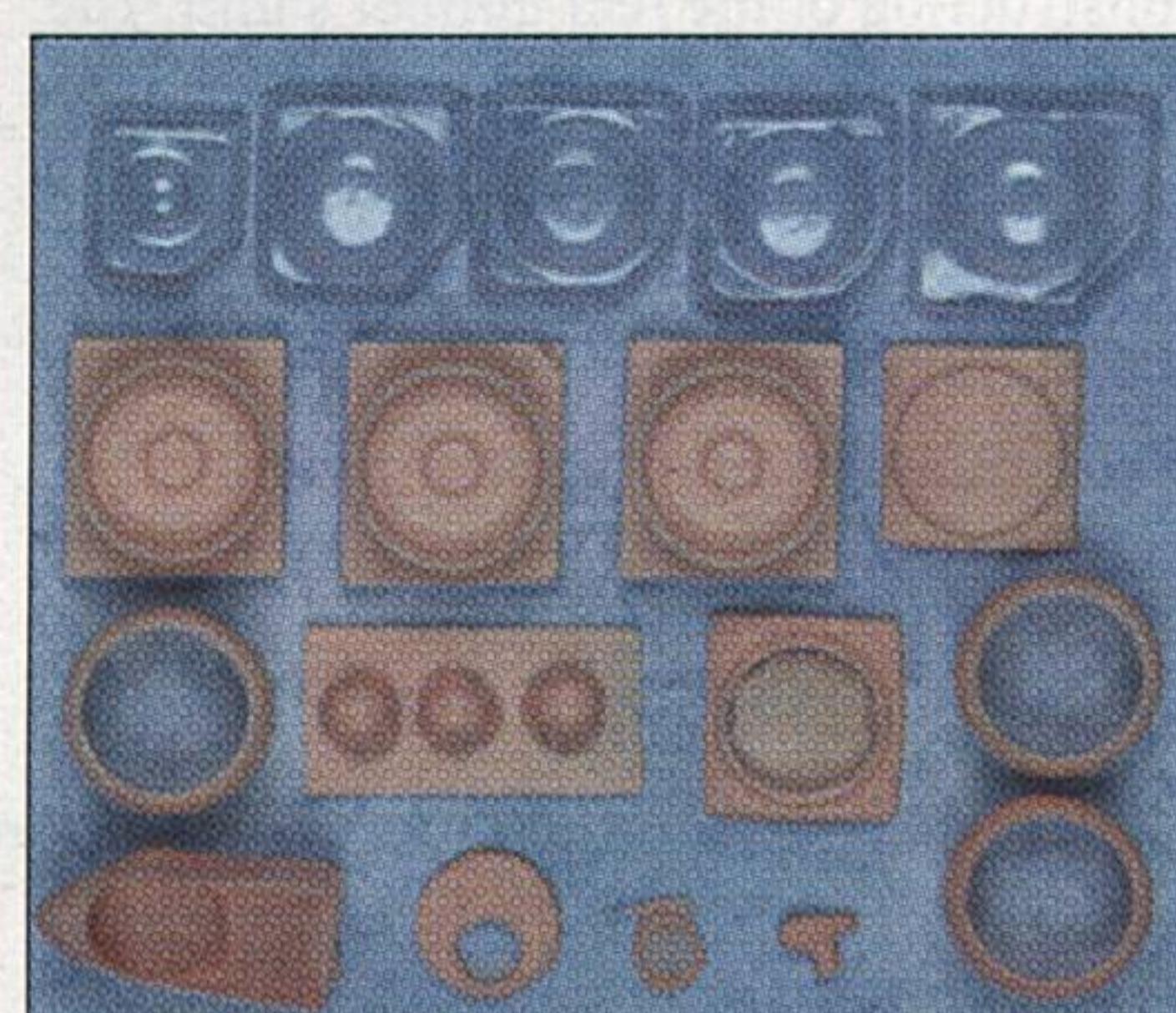
Parts: Resin 15, Vac-form 5 & Decals

Price: £TBA

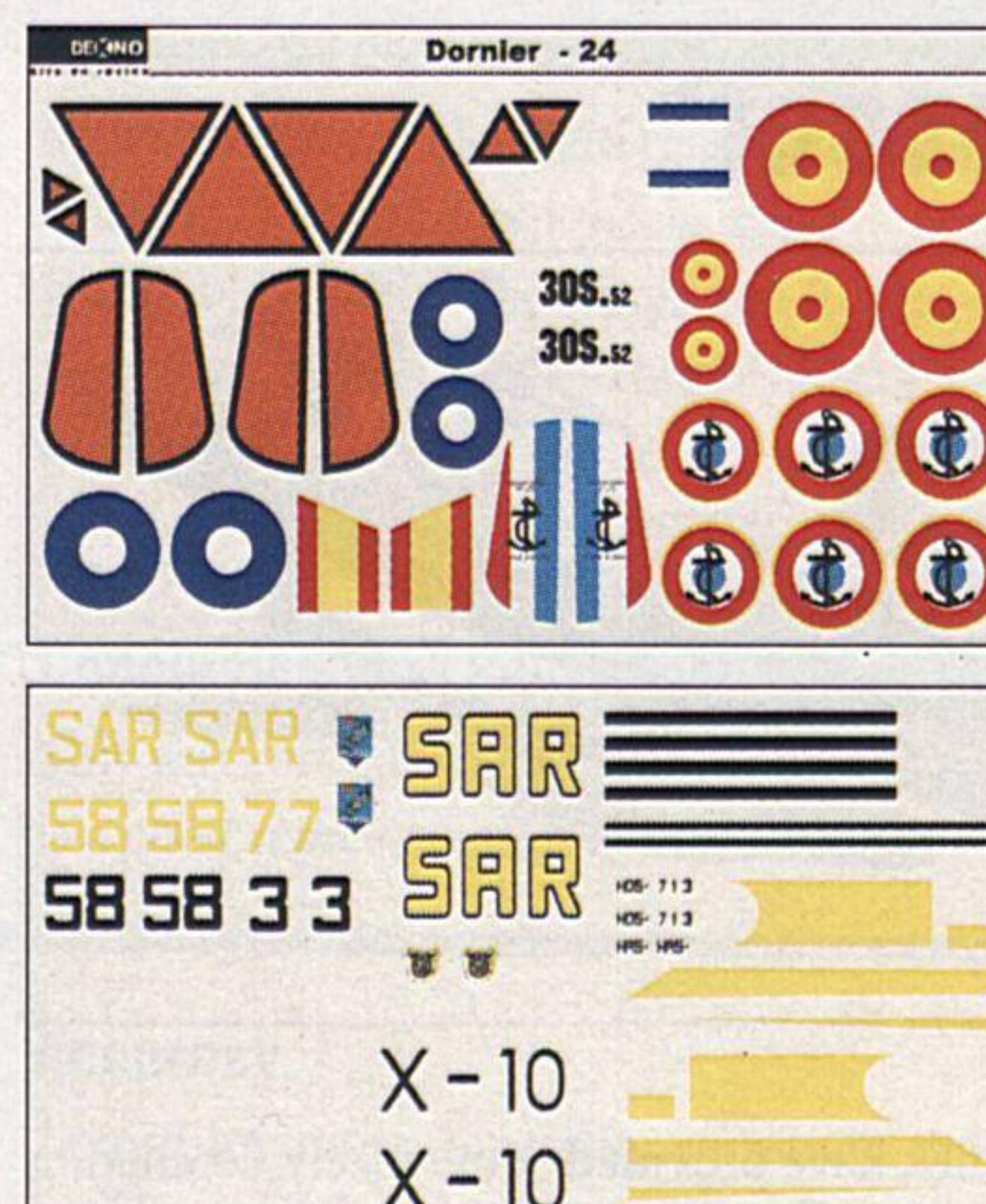
This new conversion from Dekno allows you to convert the Italeri Do 24T into a post-war version, as used in Spain and France. The main components are resin and these comprise three new engine cowls, propeller spinners, a revised tail gun position and the blanking plates for the nose and mid-upper turrets. The vac-formed pieces are for the new gun turrets.

The set also contains a large decal sheet and this allows you to make six versions. These versions are:

- 1. Do 24K-1 'X-10' of the Operational Training Unit, MLD, Morokrembangang
- 2. Do 24K-1 'X-10' of GVT7, Dutch Navy Air Arm, Morokrembangang (Surabaya, Java) in 1941.
- 3. Do 24K-1 (previously 'X-9'), A49-4, DQ-G of No.41 Squadron, RAAF based at Broome in 1943.
- 4. Do 24T, 58-7 of Grupo 58, SAR Ejército del Aire Español based at Pollensa in 1960.



The resin and vac-formed components for the Do 24 conversion



The decal sheets

• 5. Do 24T, 58-3 of Grupo 58, SAR Ejército del Aire Español based at Pollensa in 1963.

• 6. Do 24T, 30S.52 of the French Aéronavale Flotille 30S based at Saint Mandrier in 1946.

This is a fine conversion which will give a new lease of life to the Italeri kit. The inclusion of decals makes this package, as there is nothing worse than having a conversion and no colour schemes and markings to complete it in!

Our thanks to Dekno for the review sample.

Information

Worldwide Enquiries:

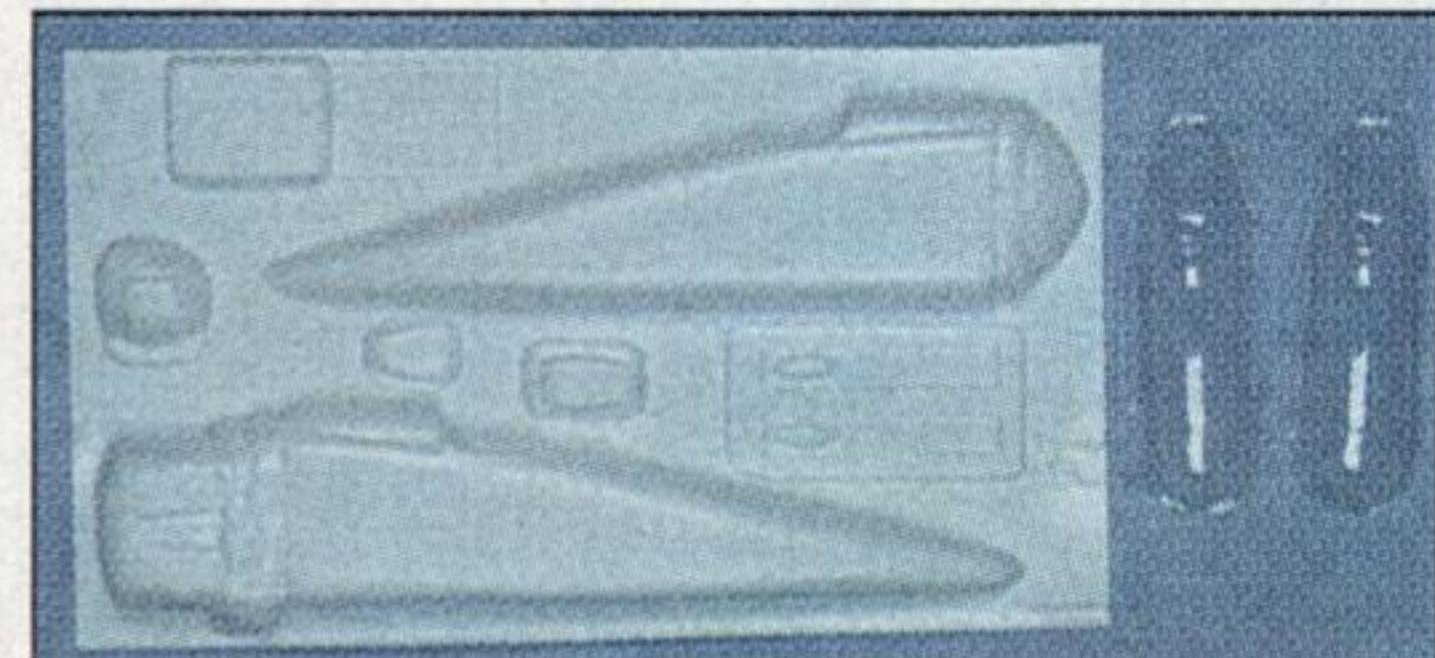
Dekno Models, Avda, Príncipe d'Asturias, 21, 6é, 2a, 08012 Barcelona, Spain.
Tel/Fax: +34 3415 2308

Email: albert@dekno.com

UK Source:

Hannants (See AeroMaster advert)

Kazan Launch by SkyGrid



The vac-formed components

The names of Kazan and SkyGrid should be familiar to many, as we recall that this firm announced a number of products a few years ago. It has taken a while for the first product to be released but a sample of it has been passed directly to us by the manufacturer.

Subject: MiG-23BN/BM/BK & MiG-27D/M/K

Scale: 1/48th **Item:** EK001A

Type: Update and Conversion Set

Designed for: Esci, AMT/Ertl or HobbyCraft Kits

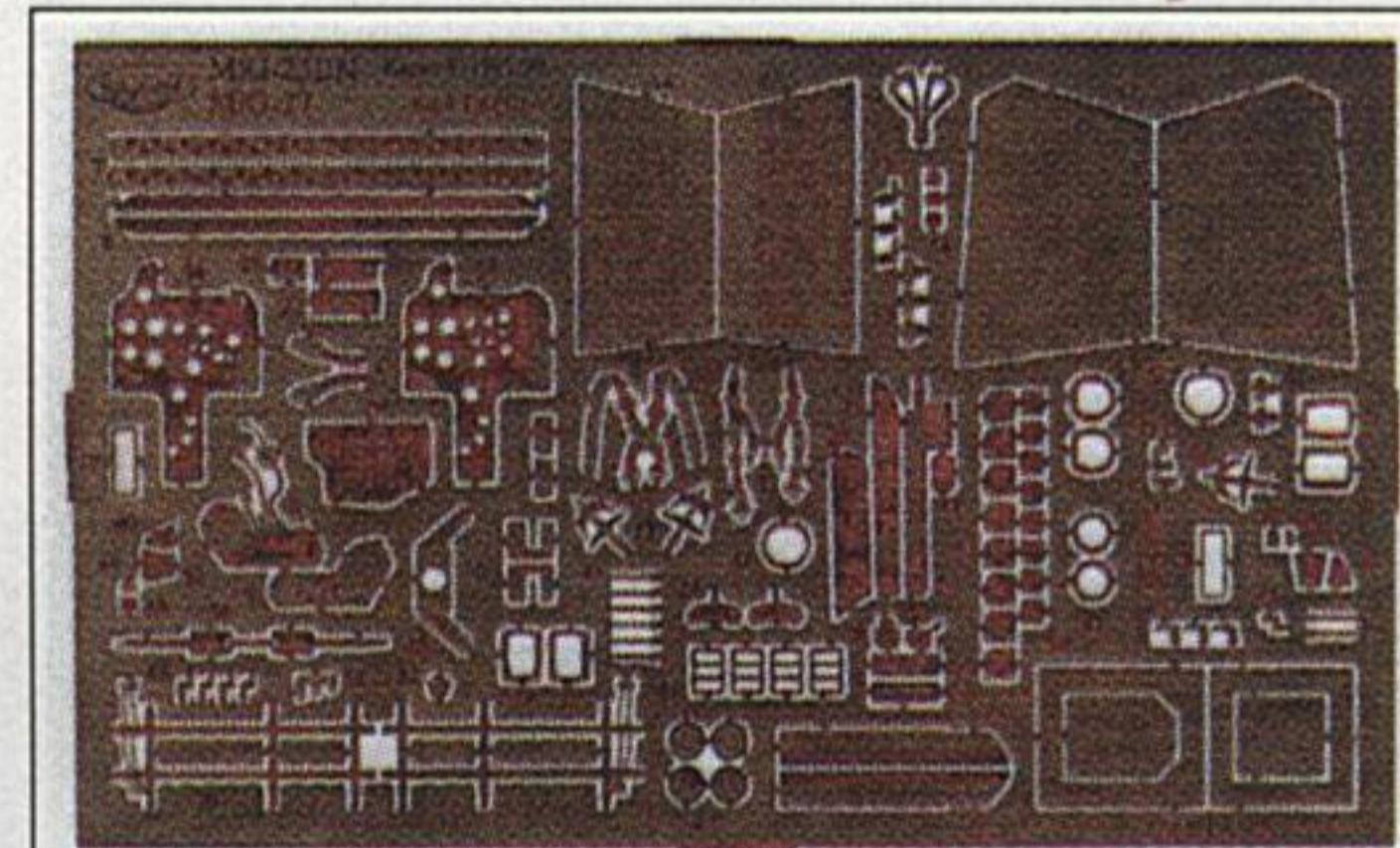
Parts: 45 Resin, 10 Vac-form Plastic, 2 Vac-form Clear, 88 Etched Brass, Plastic Card Stock, Acetate Film and Rub-Down Transfers

Price: \$29.99

This is a very involved set which allows you to make a number of attack MiG-23/27s variants. The main resin components include the KM-1M ejection seat, cockpit details, rear bulkhead, the

instrument-panel coaming and each cockpit sidewall. Externally you get new wheel-well inserts, as well as the bulges on the fuselage sides near each well. An entire new vertical fin for the MiG-27 is included and you also have the splitter plates for the intakes. The chaff dispensers for the rear, upper fuselage are also included as well as the nose-wheel well inserts.

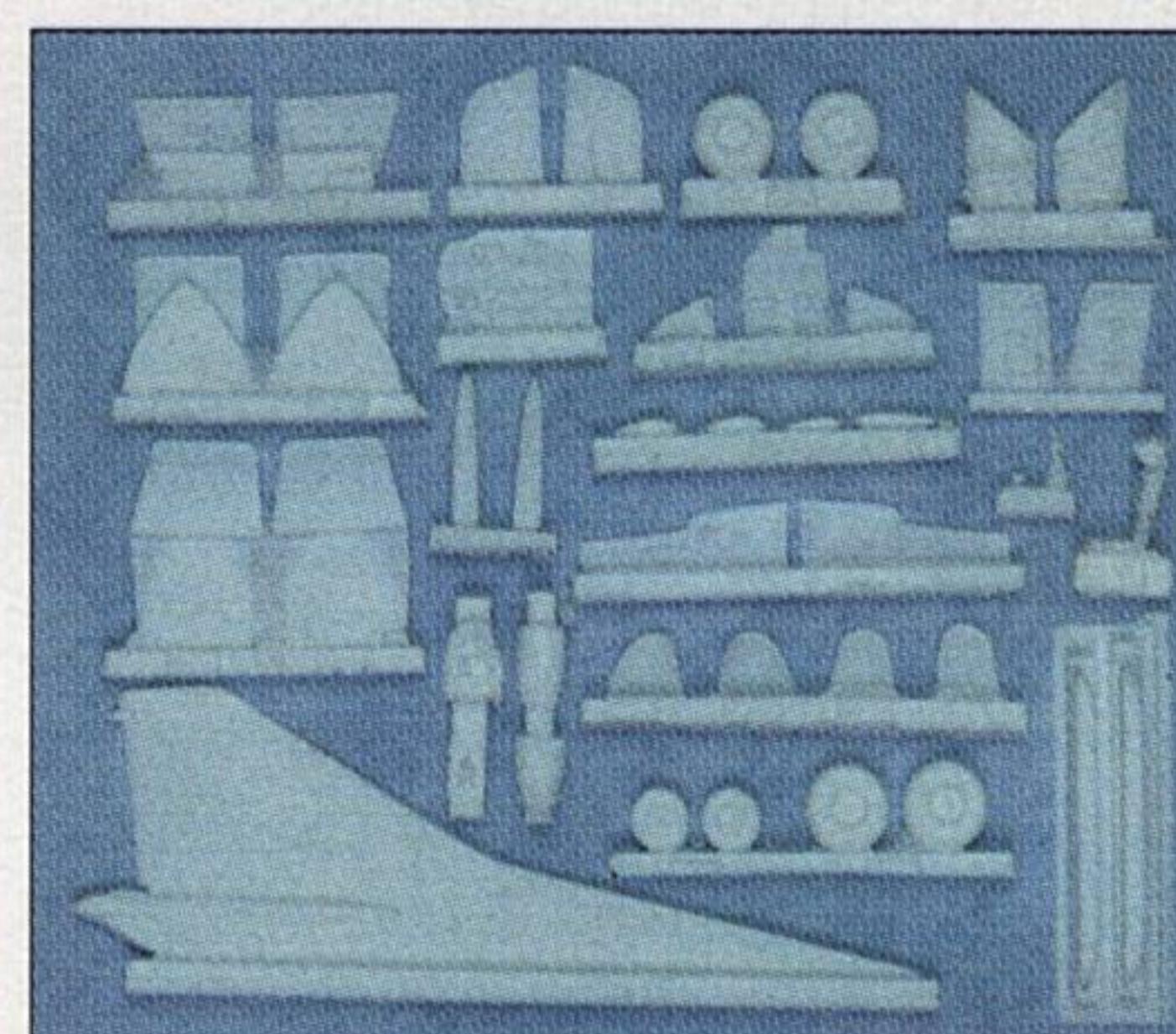
The vac-formed parts include an entirely new nose section, nose-wheel doors, cockpit floor, main undercarriage doors and two styles of laser range-finder



The etched brass fret

bulges. The clear vac-form parts are two sets of canopies and these are already formed in two parts, so you do not run the risk of damaging them when you separate the sections.

The etched parts include the



The resin components

ejection-seat harness, side console details, instrument panels complete with acetate backing films, rudder pedals, chaff dispenser frames, armour plates either side of the nose, canopy sills, HUD frame (including acetate lens) and a mass of antenna, blade aerials and pitots fitted to the nose of the MiG-23/7 series.

The final parts of this set are the decals and these are supplied as rub-down transfers of extremely high quality. They offer markings for the following four machines:

- 1. MiG-23BN, 'Black 9862', 28th Fighter-bomber Squadron of the Czechoslovakian Air Force based at Caslav AB in March 1991. This machine has a sharksmouth
- 2. MiG-23BN, 'Black 9139', No.28th Fighter-bomber Squadron of the Czech Republic Air Force in 1993. This machine

has artwork on the nose

• 3. MiG-23BN, 'Black 22' of the Cuban Air Force based at either Guines or Santa Clara Air Bases in 1991.

• 4. MiG-27K, 'Red 18', 116th Fighter-bomber Regiment, 105th Fighter-bomber Division, Soviet Air Force based at Brand in East Germany.

This set is completed with a comprehensive instruction booklet, as well as a colour 'hints' guide.

Overall this is a stunning first product from SkyGrid and it bodes well for the future.



The rub-down transfers

Our thanks to SkyGrid for the review samples.

Information

Worldwide Enquiries:

SkyGrid, 34 Irvin Street, Kitchener, Ontario, Canada, N2H 1K8
Tel: 519 741 0093 Fax: 519 579 4130
Email: skygrid@golden.net

Gasoline Line Figures

Subject: Mechanic Figure, USAAF

Scale: 1/48th **Type:** Figure

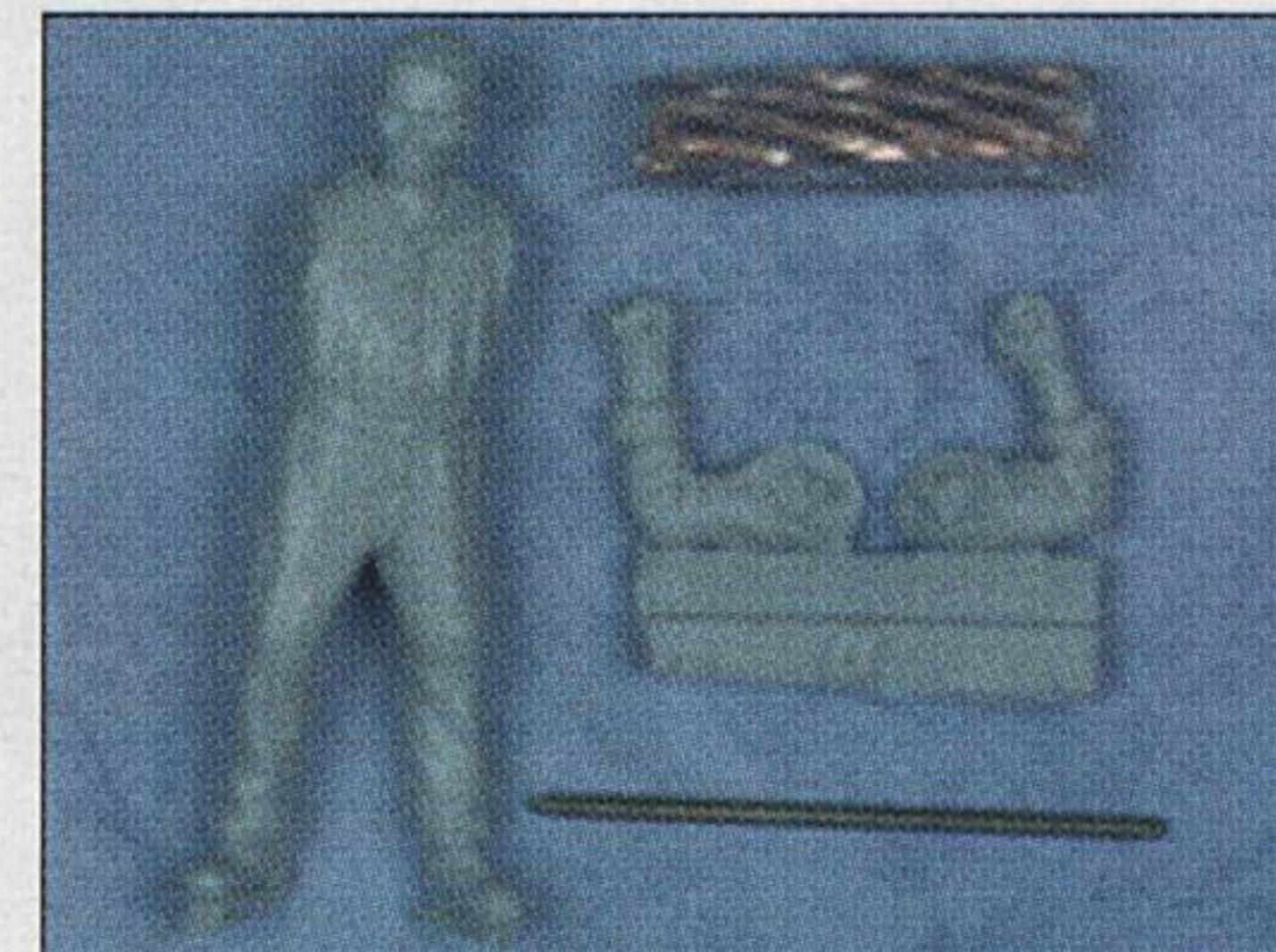
Designed for: N/A

Parts: 3 Resin, Metal rod and wire

Price: £3.00

This figure is depicted sweeping the floor and it comprises the main body with separate arms. The broom is supplied as a metal rod for the handle and a length of plastic encased wire for the head. To make up the head of the broom you will have to remove the wire core from the plastic cover and then cut and attach them to the rod handle.

The quality of the cast components is



Mechanic Figure, USAAF

excellent and such that they are as good, if not better, than existing injection moulded figures.

Subject: Bomb Loaders, USAAF

Scale: 1/48th **Type:** 2x Figures

Designed for: N/A **Parts:** 6 Resin

Price: £3.00

This set is described as 'bomb loaders' and I was surprised to find that one of the figures is identical to the figure reviewed above (with the 'broom'!). You therefore have one figure standing with his hands in front of him and a cigarette in his mouth. The other is hunched forward and, I suspect, is depicted pushing a bomb trolley.

Once again the quality and detail in these figures are excellent and your only problem with them will be in ensuring that your painting is good enough!

Our thanks to Parabellum for the review samples



Bomb Loaders, USAAF

Information

Worldwide Enquiries:

Gaso Line, P.L.C.I.E, 8, rue Baulant, 75012 Paris, France
Tel: 01 43 41 09 71 Fax: 01 43 41 55 70

UK Source:

Parabellum (See Advertisers Index)

Bombs from 12 Squared

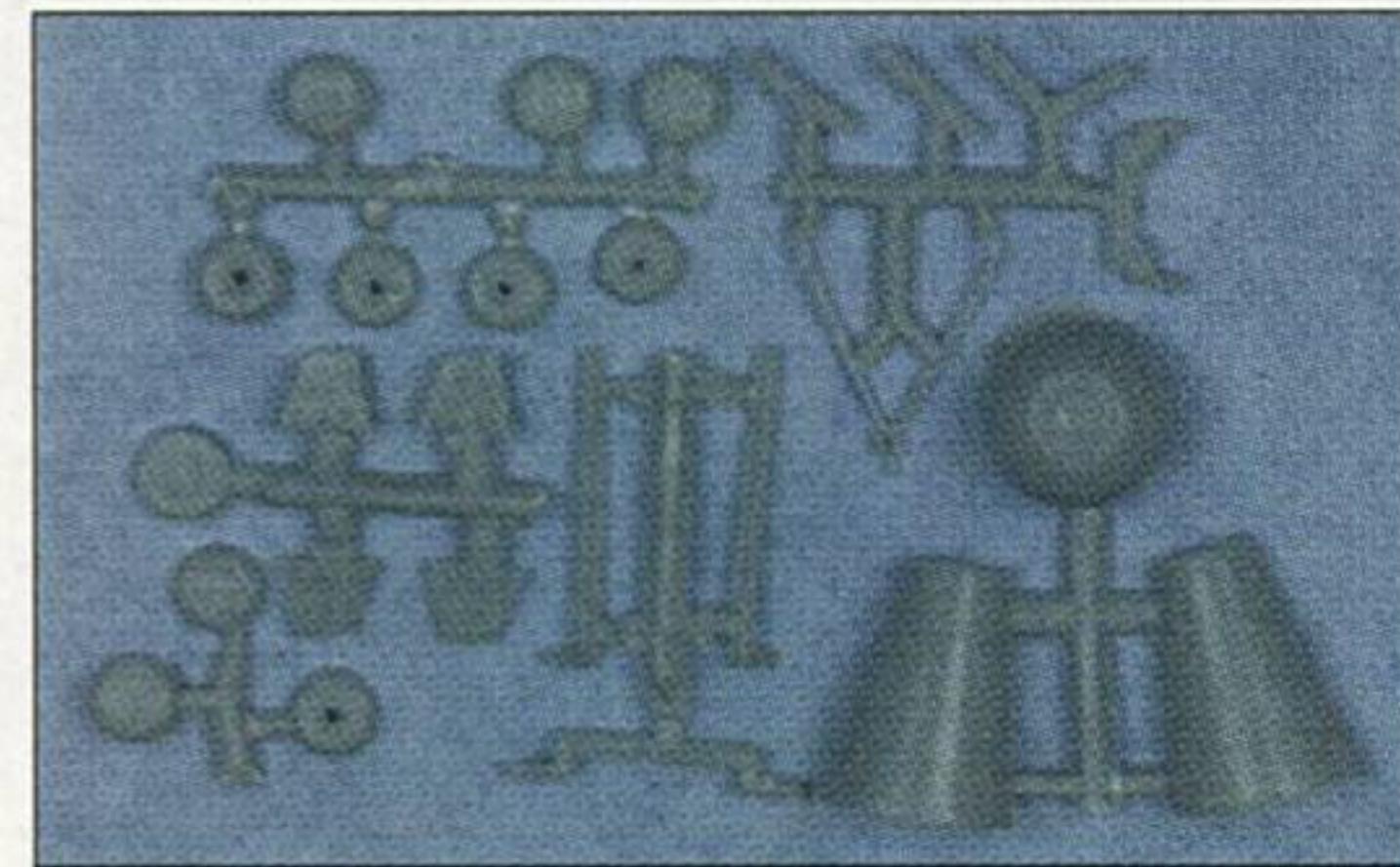
Subject: Fat Man Mk 4 **Scale:** 1/72nd

Type: Accessory **Designed for:** N/A

Parts: 26 Limited Run Injection Moulded Plastic

Price: \$10.50 (+\$2.50 P&P)

It is always difficult to determine when a product is a 'kit' or an 'accessory'. With these two new kits from American source 12 Squared we decided that they were the latter, as they can be added to existing kits.



The Fat Man Mk 4

The first example is the atomic bomb, 'Fat Man' in its Mk 4 version and it could be carried by the B-29, B-50, B-36, P2V and AJ-1. The bomb itself could not be easier, as it only comprises seven parts, but the set also includes the Mk VI trailer, so that you can pose the completed bomb on it.

Subject: T12 General Purpose 44,000lb bomb

Scale: 1/72nd **Type:** Accessory

Designed for: N/A

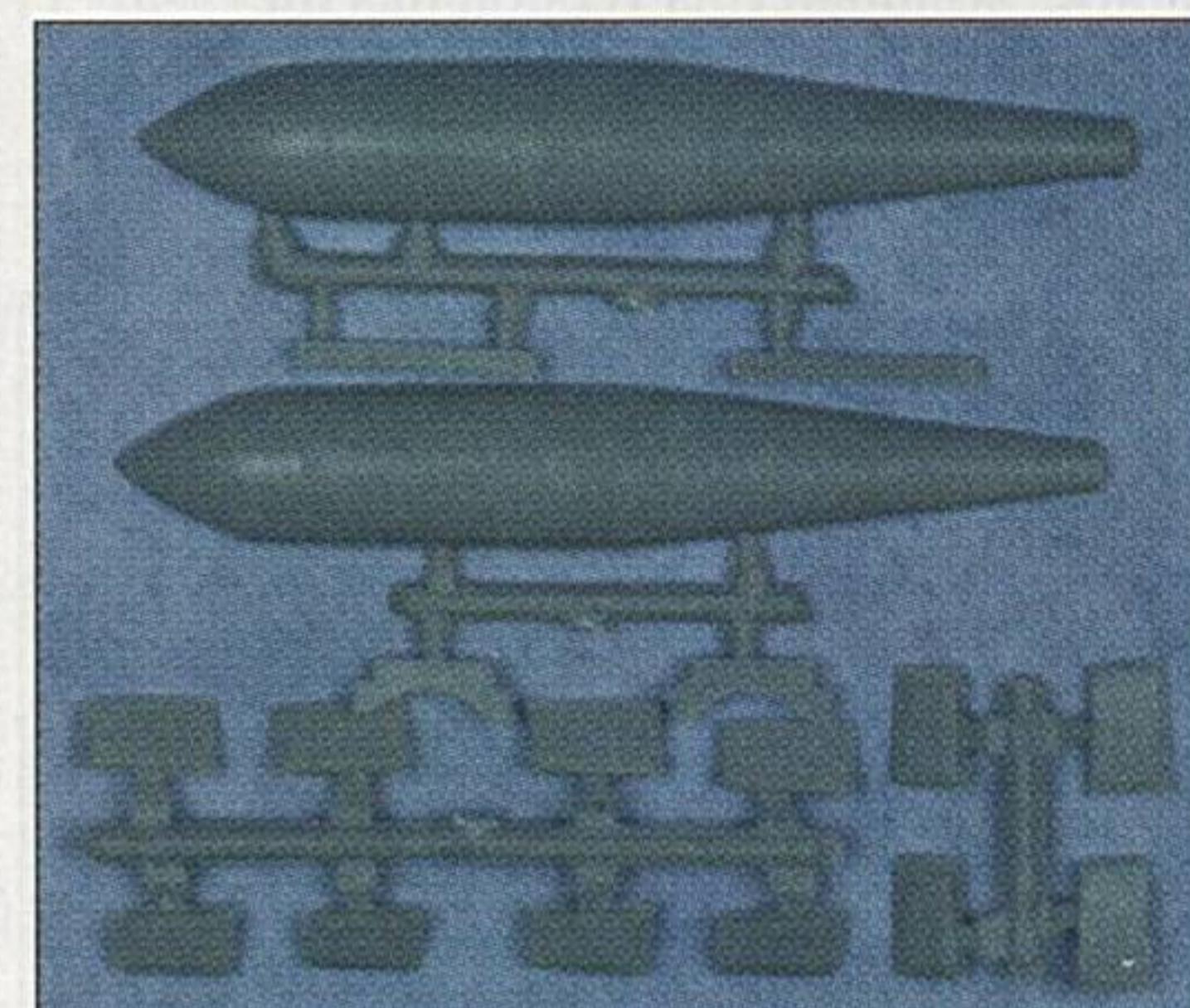
Parts: 19 Limited Run Injection Moulded Plastic

Price: \$9.50 (+\$2.50 P&P)

This is an awesome bomb, twice the size of the British 'Grand Slam'. The largest ever made, being 27' 8" long, which is 3' longer than the biggest (in size) nuclear bomb (the Mk 17/24). This weapon was tested in the B-

29, but was designed for use in the B-36. This new little kit has recessed panel lines and although the 50,000lb bomb hoist used on the type is not included, a simple stand is. The parts are all well formed, although they will need cleaning up and with the B-36 once again available from Monogram, this would look good posed underneath it.

Both of these kits come with comprehensive instructions not only on the history of the type, but on assembly and painting of the model. A number of black and white photographs are also reproduced on the instructions to help you with the installation of the bombs in the various aircraft types.



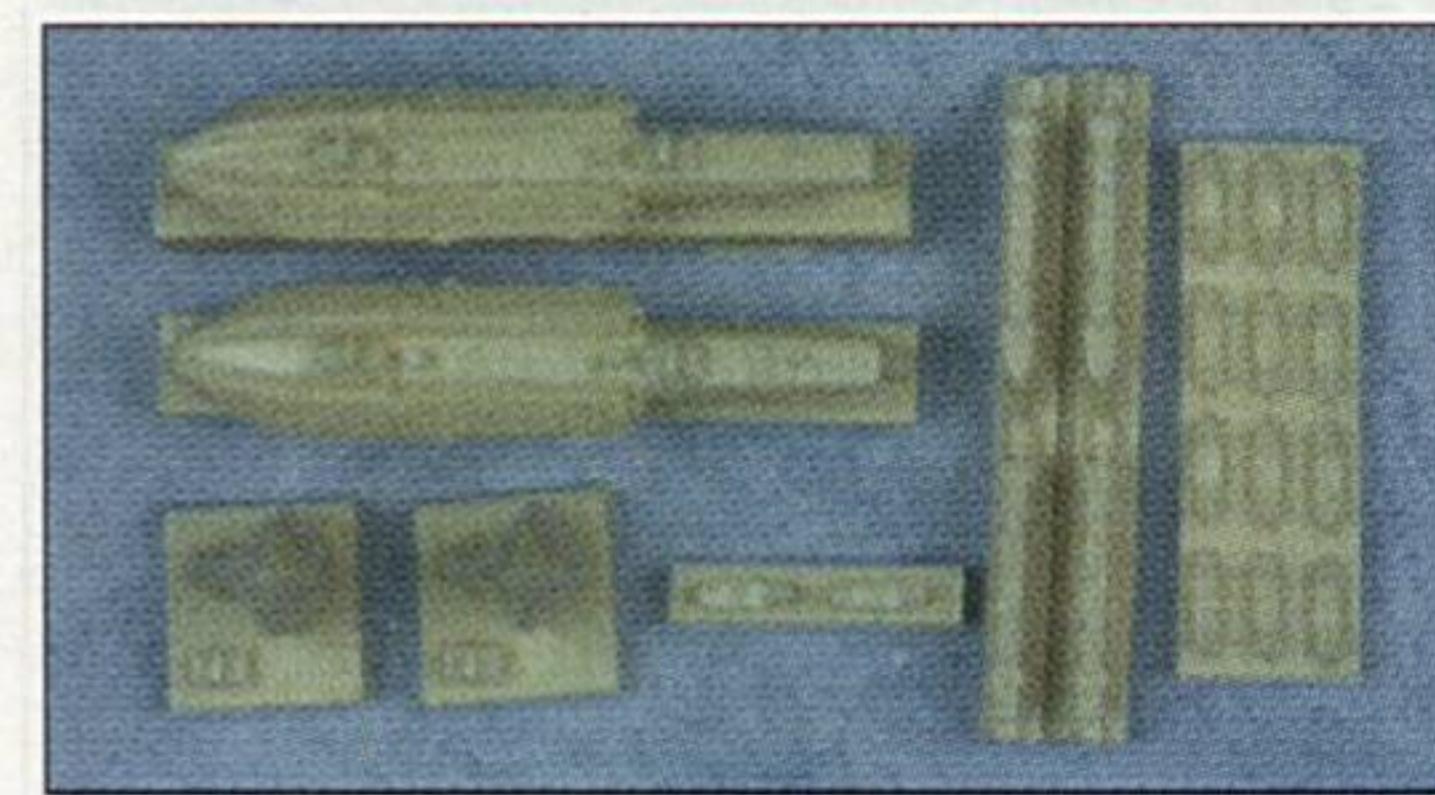
The T-12 44,000lb GP bomb

As far as I am aware there is no UK source for this range, so they should be obtained directly from the manufacturer. Our thanks to Twelve Squared for the review samples.

Information

Worldwide Enquiries: Twelve Squared, PO Box 21567, Eagan, MN 55121, USA

New from TAC Scale Dynamics



Triple Ejector Rack (Item 32027)

Subject: Triple Ejector Rack

Scale: 1/32nd **Item:** 32027

Type: Accessory **Designed for:** N/A

Parts: 24 Resin

Price: \$14.95

This set offers two of the triple racks carried by a number of current American aircraft types. The main components are the large sections of each rack, onto which go the pylons. Two styles of pylon are included and additional research will be needed to identify which is applicable to the type you are building. Six sway braces are required on each unit and my only reservation here is that these parts are mounted on quite large moulding blocks and are in themselves quite fragile. Getting them off the moulding block may be a problem, so be careful. The final items in the set are the revised nose contour for the racks carried by the F-16 and you will have to cut off the front of the

other parts to add these pieces to them.

Subject: Multiple Ejector Rack

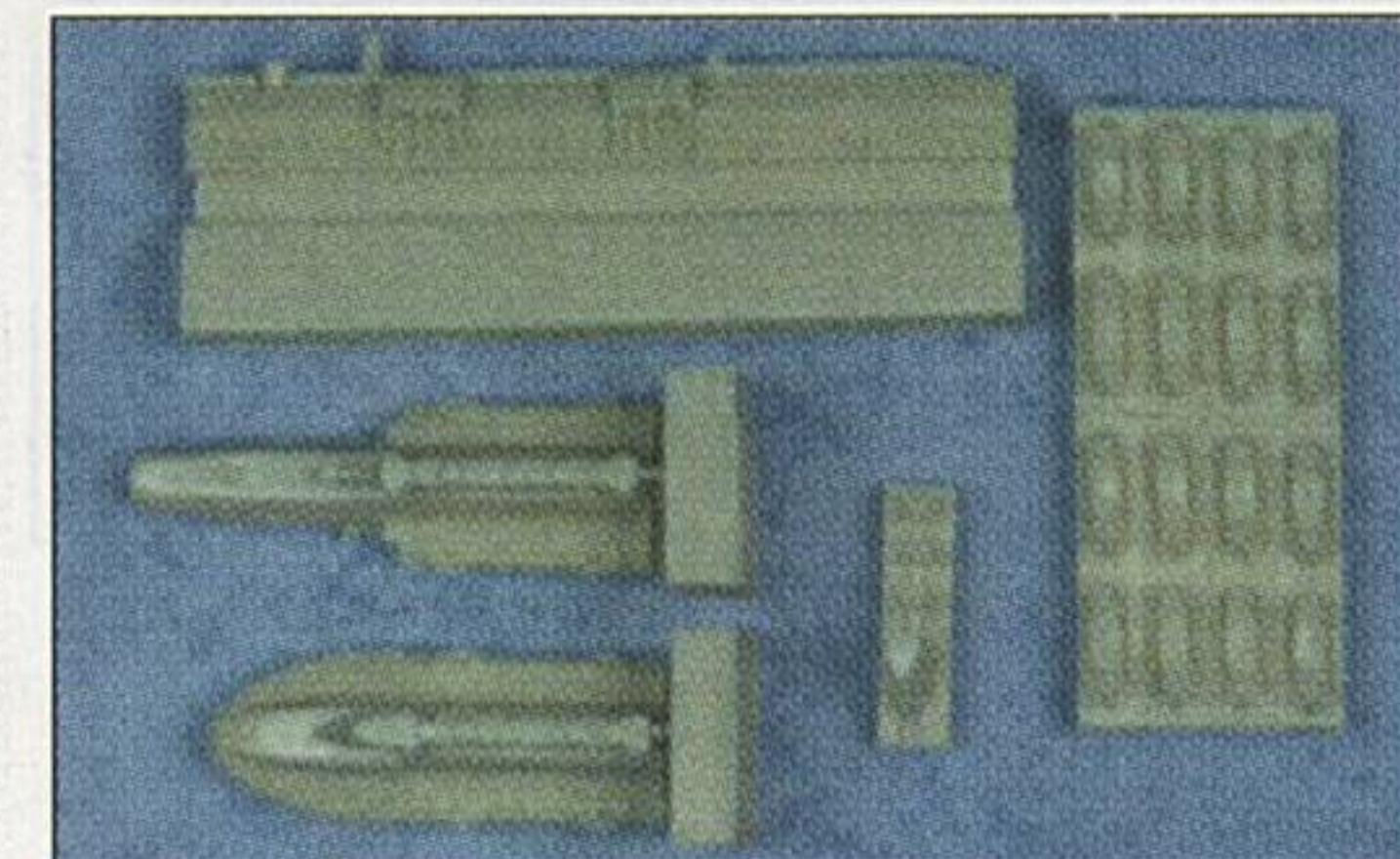
Scale: 1/32nd **Item:** 32028

Type: Accessory **Designed for:** N/A

Parts: 23 Resin

Price: \$10.95

This set offers just one of the multiple racks and the main parts are the three sections of the rack itself (front, mid and rear sections). The rest of the parts include the sway braces, of which six are fitted to the aft section and six to the front. Once again these parts are on a large block and will need care to remove.



Subject: SUU-23 AA Gun Pod

Scale: 1/32nd **Item:** 32029

Type: Accessory **Designed for:** F-4 Phantom

Parts: 4 Resin

Price: \$18.95

This is a simple, but massive casting in this

New figures – Van's Scale Models



French Pilot (Standing) WWI



French Pilot (Seated) WWI



French Aircraft Mechanic

Subject: French Pilot (Standing), WWI

Scale: 1/48th **Type:** Figure

Designed for: N/A **Parts:** 2 Resin

Price: \$3.50 (+\$1.50 P&P)

This figure depicted a French pilot of WWI. Because of the variation in uniforms etc worn by pilots at this time, this figure has been based on period pictures of Georges Guynemer and is depicted standing with his coat over his arm and a peaked cap on his head.

Subject: French Pilot (Seated), WWI

Scale: 1/48th **Type:** Figure

Designed for: N/A **Parts:** 2 Resin

Price: \$3.50 (+\$1.50 P&P)

This depicts a pilot, seated in his aircraft in full flying clothing. The figure is moulded to fit into the seat of the Dragon SPAD 13 and as such has the seat of his flying suit moulded to the contours of that type's seat.

Subject: French Aircraft Mechanic (Standing), WWI

Scale: 1/48th **Type:** Figure

Designed for: N/A **Parts:** 4 Resin

Price: \$3.50 (+\$1.50 P&P)

This figure depicts a mechanic standing

with a wooden toolbox in one hand and a pipe in the other. The set contains two styles of head; one with a civil style of flat cap and the other with the service issue cap. Although listed as being for the WWI era, that type is applicable for WWI right up to the 1940's, so it would also be applicable to early operations in France during WWII as well.

Overall the quality of the resin components in each set is excellent, without any imperfections, and the facial features of each figure are very good indeed. Each comes with detailed instructions about the painting and finishing and I am sure will be of great interest to all modellers working within this era.

Our thanks to Van's Scale Models for the review samples.

Information

Worldwide Enquiries:

Van's Scale Models, 109W, Travis, Fredericksburg, TX 78624, USA

Information

Worldwide Enquiries:

TAC Scale Dynamics, PO Box 109, Framingham, MA 01704-0109, USA.

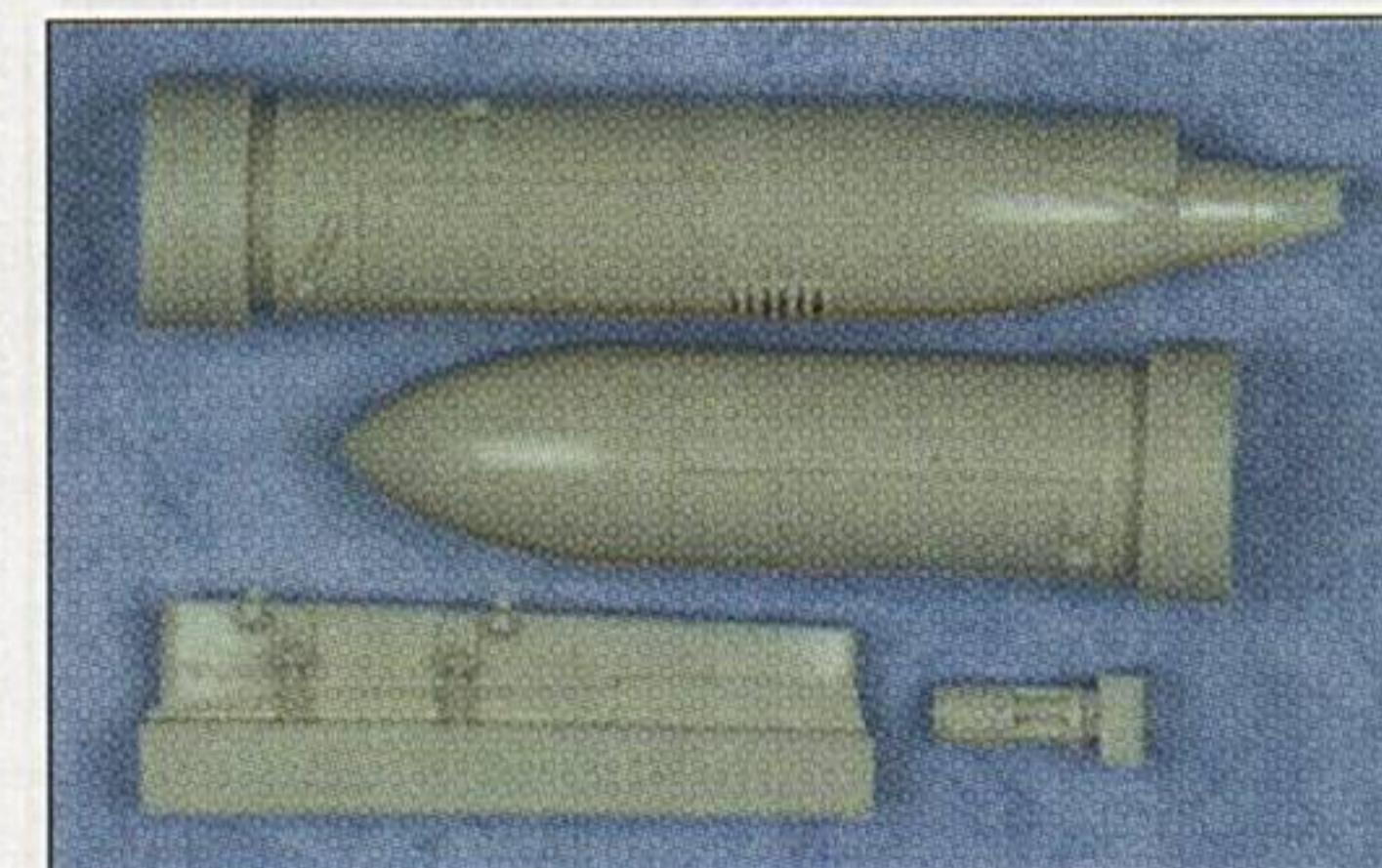
Tel: 508 788 1960

Fax: 508 788 1952

UK Source:

Bellrock Models Tel/Fax: 01292 474327

scale. The pod itself is made up of two pieces and the remaining parts are the pylon and the cannon barrel. The detail on the body of the pod is excellent and panel lines and vents have to be seen to be believed! The gun barrel is also excellent and this and the pylon will benefit from colour washes to



SUU-23 AA Gun Pod (Item 32029)

bring out all the excellent detail.

Subject: Martin Baker Mk 10 Ejection Seats

Scale: 1/32nd **Item:** 32030

Type: Accessory **Designed for:** Panavia Tornado

Parts: 4 Resin

Price: \$13.95

These are two excellent MB Mk 10 seats which you can use in the Revell kit of the Tornado. The level of detail on each is excellent and the harness and cushions are stunning. The seats even include all the ejector rail details at the back and the 'pan pipe' rocket packs at the base. The other two parts offered in the set are the firing handles which go between the pilots' legs on the front of the seat pan. Once again



Martin Baker Mk 10 Ejection Seats (Item 32030)

these items will benefit from careful painting and colour washes to bring all the detail out.

Overall these are stunning products. The resin and casting is excellent, with no sign of air bubbles etc. TAC Scale Dynamics have certainly established themselves as one of the best resin accessory manufacturers in this scale and I am sure that you would not be disappointed in any of their products you obtain and use. Our thanks to TAC Scale Dynamics for the review samples.

Information

Worldwide Enquiries:

TAC Scale Dynamics, PO Box 109, Framingham, MA 01704-0109, USA.

Tel: 508 788 1960

Fax: 508 788 1952

UK Source:

Bellrock Models Tel/Fax: 01292 474327

The Tradition is Safe



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To celebrate the 80th Anniversary of the Royal Air Force, the 'Aviation Gift Collection' is proud to announce the launch of a new exclusive range of hand sculpted aviation collectables - traditionally crafted in finest English Pewter.

These unique designs form the foundation for a 'collectable series' which will be ongoing and available through future issues of the 'Aviation Gift Collection' direct mail order catalogues. All the aircraft are authentically made to exact scale. We begin the collection with the Bristol F2B Fighter and the Eurofighter 2000, appropriately spanning the 80 year spectrum. All aircraft are meticulously painted by hand and using air brush techniques. Each also has a 15mm deep wooden base. In addition to the aircraft, we are also introducing a range of 90mm pilot figures, the first in a collectible series is a 'diorama' depicting a 1918 pilot shaking hands with a test pilot of the present day.

The figurines are mounted on a similar base to the aircraft. Finally, with an imaginative and symbolic gesture, on both 'dioramas' we have mounted a brass photo-etched plaque with the inscription 'THE TRADITION IS SAFE' - with your help and support, we are sure it is. Look out for new forthcoming models - The Vulcan, The Lightning, The Hawker Hunter and the Bristol Bulldog.

Sizes Pilot Diorama - Height 90mm
Aircraft - to scale 1:144

The Latest Sets from PART

1/72nd Scale

Subject: Yak-1M

Scale: 1/72nd Item: S72-048

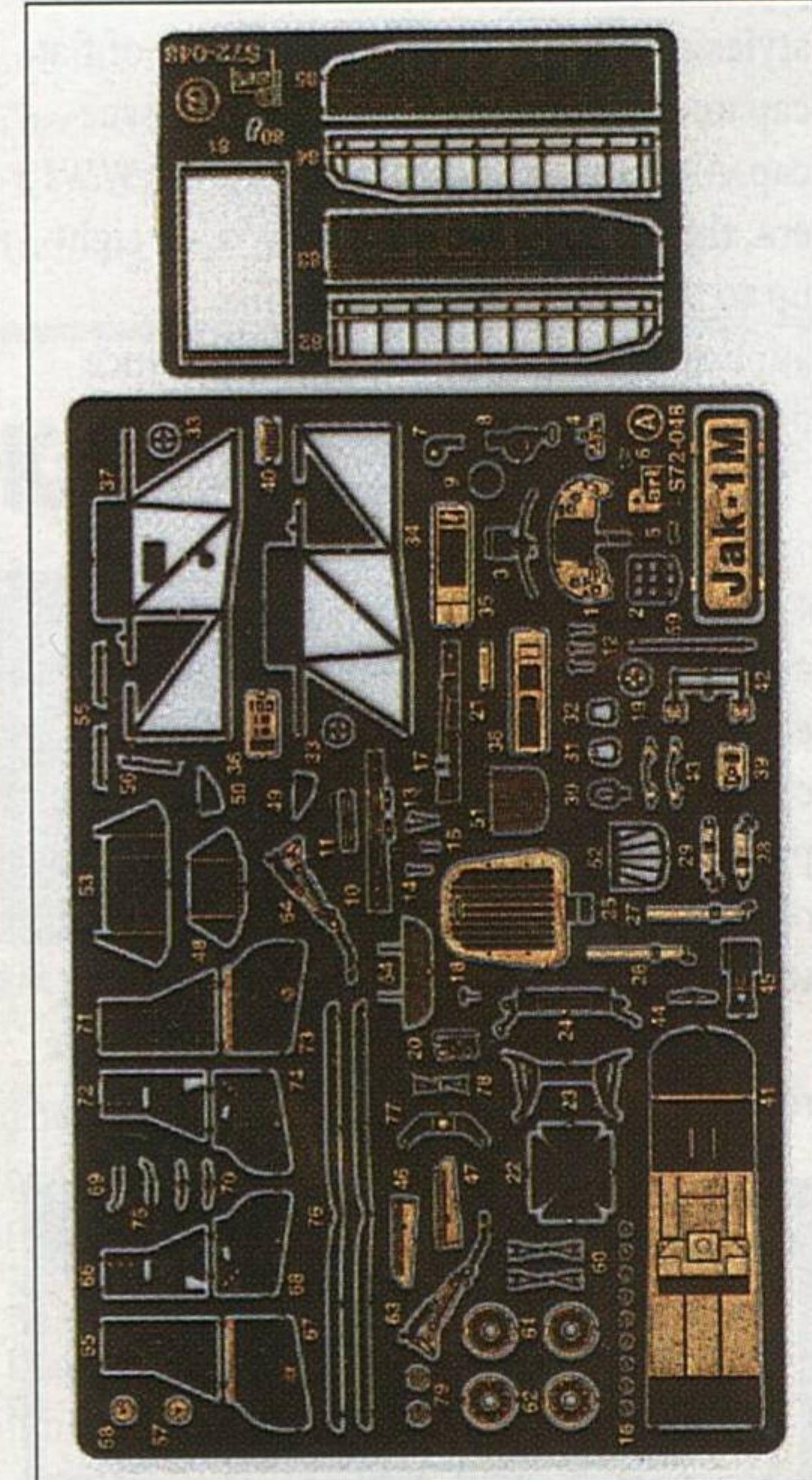
Type: Update Set

Designed for: ZTS Plastyk Kit

Parts: 90 Etched Brass & Acetate Film

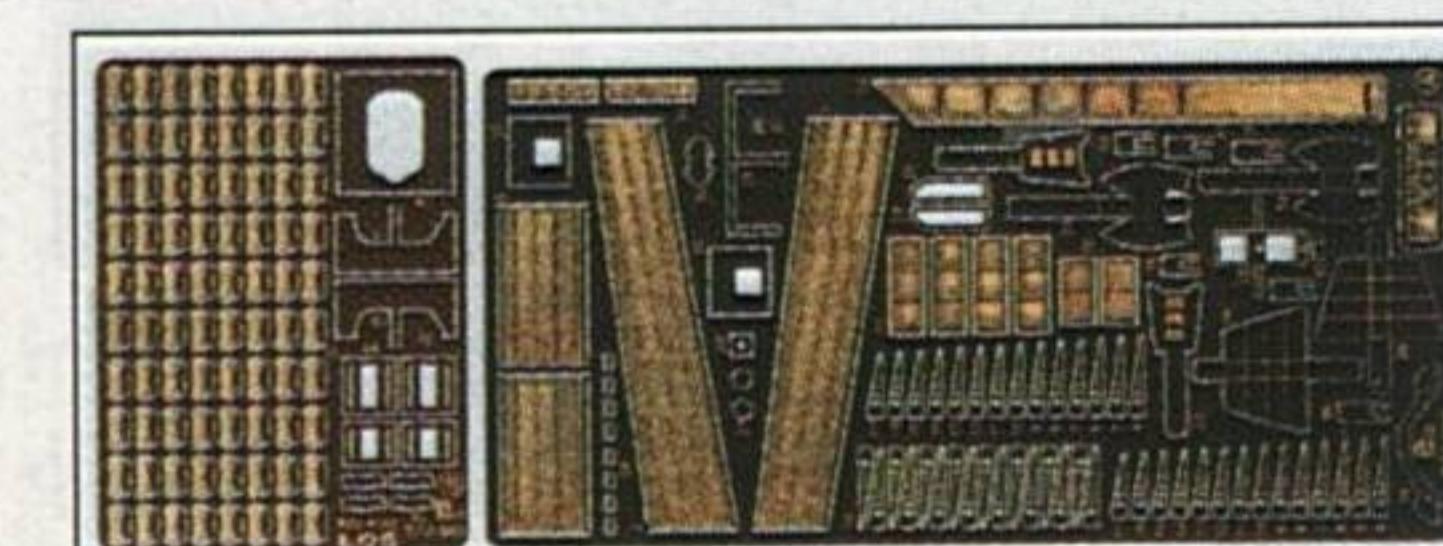
Price: £TBA

This set offers a completely new cockpit interior, made up of a new framework for the sidewalls and floor, instrument panel and acetate backing film and the seat and harness. There are also a number of details



S72-048: Yak-1M

for the undercarriage units, with new doors, retraction jacks, wheel hubs and compression links. A new tailwheel leg and doors are also included along with the matrix for the ventral radiator and oil cooler. The final details are the aerial mast, canopy frame, gunsight and a complete set of separate flaps.



S72-049: PZL P-37 Los (Exterior)

Subject: PZL P-37 'Los'

Scale: 1/72nd Item: S72-049

Type: Update Set

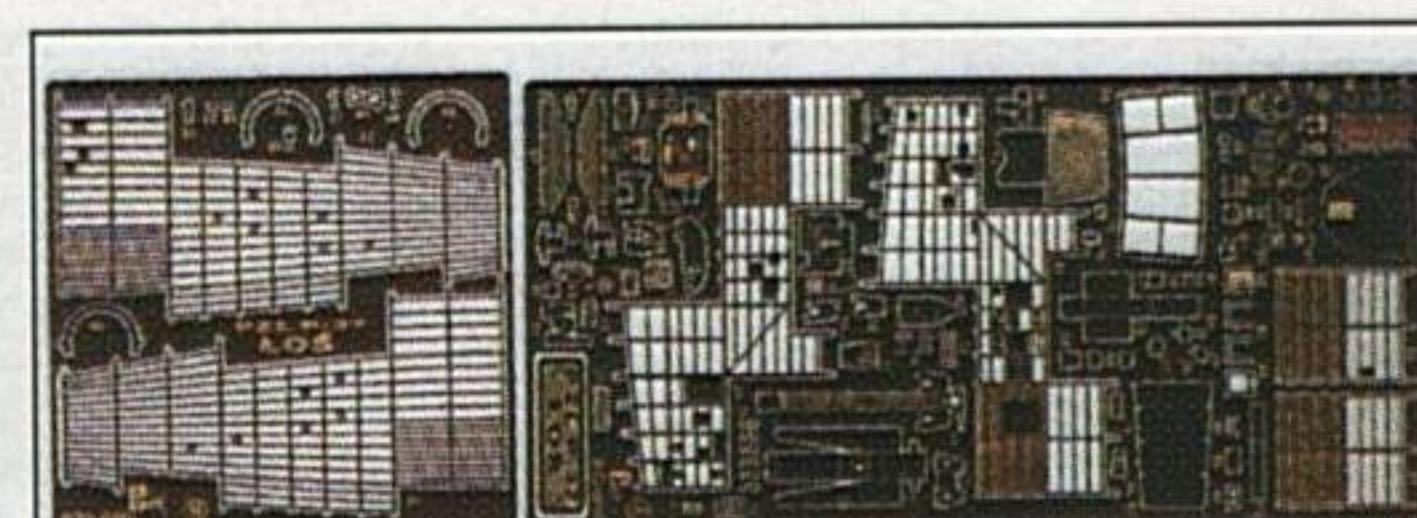
Designed for: ZTS Plastyk (Pantera) Kit

Parts: 180 Etched Brass

Price: £TBA

This set is designed for the exterior of the ZTS kit and it comprises four sections of the flaps, with all the ribs. Also included are the oil matrix units, undercarriage doors, carburettor air intakes, undercarriage wheel well details and the walkways above the wing root fillets.

It is certain that making up the oil cooler units will tax even the best of you, with over 80 pieces incorporated in them!



S72-050: PZL P-37 Los (Interior)

Subject: PZL P-37 'Los'

Scale: 1/72nd Item: S72-050

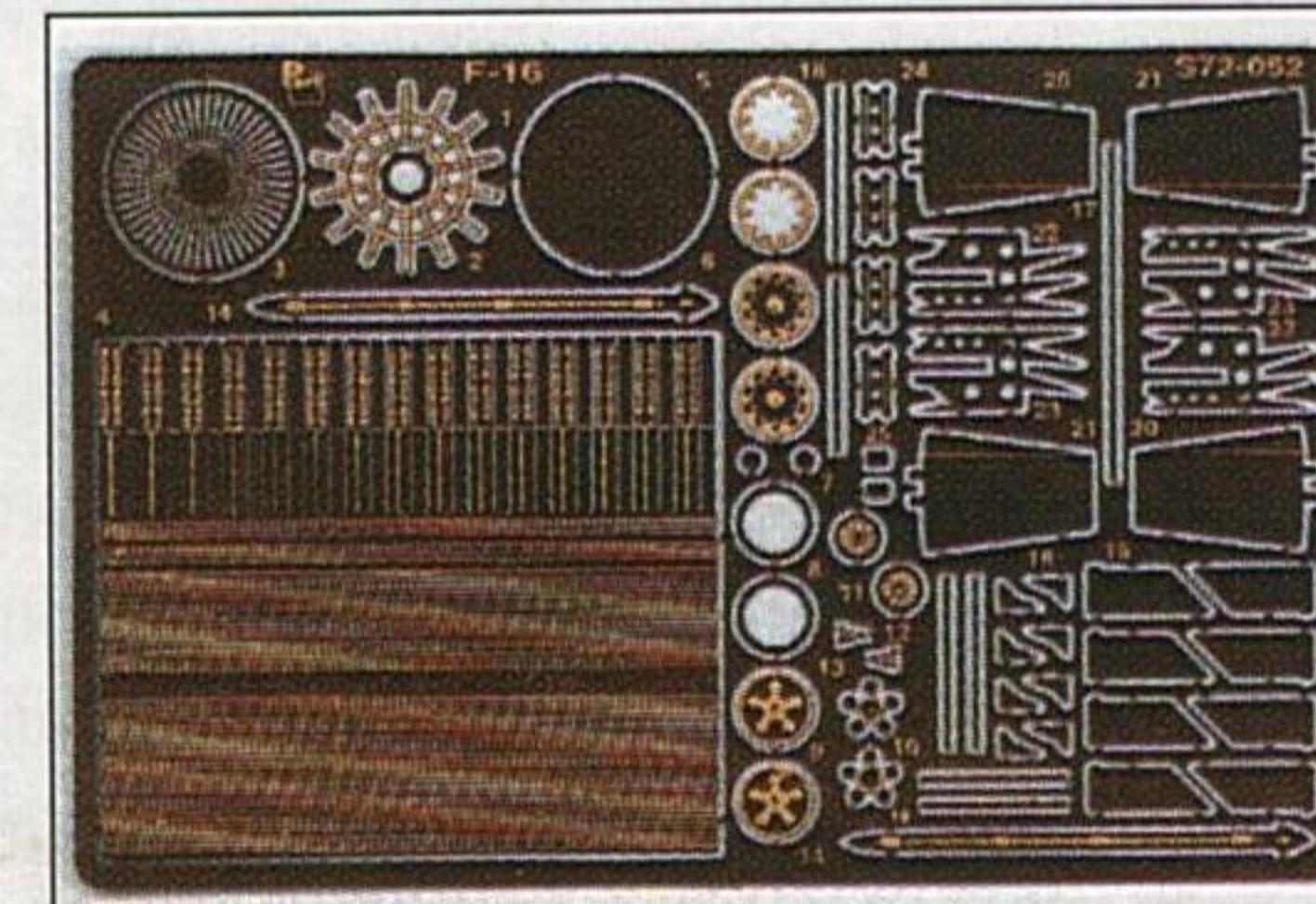
Type: Update Set

Designed for: ZTS Plastyk (Pantera) Kit

Parts: 115 Etched Brass & Acetate Film

Price: £TBA

This is the interior for the Los kit and it comprises a complete set of internal frameworks for the fuselage, into which goes the new instrument panel and acetate backing film, throttle quadrant, control yoke, floor and crew seats, gun ring and a mass of boxes and containers to go on the sidewalls.



S72-052: F-16 (Interior)

Subject: GD F-16A/B

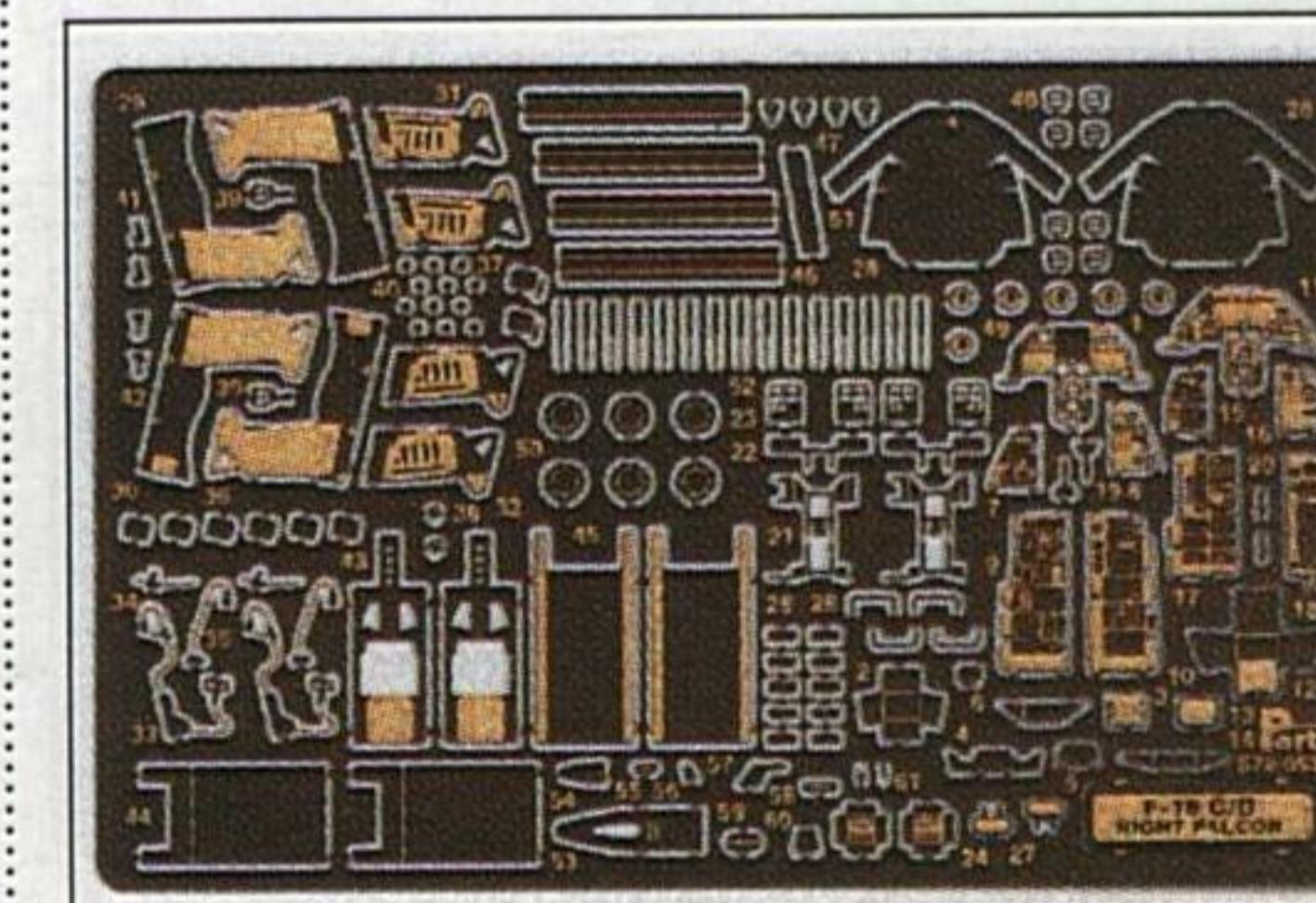
Scale: 1/72nd Item: S72-051

Type: Update Set Designed for: Italeri Kit

Parts: 135 Etched Brass & Acetate Film

Price: £TBA

This set comprises a completely new cockpit interior for the A and B versions of the F-16. Side consoles are included along with a new instrument panel with acetate backing film. The HUD is included as well as rudder pedals and details for each ejection seat. The final items in the set include the filler points and sway braces for the wing pylons and the muzzle plate for the cannon.



S72-053: F-16C/D

Subject: GD F-16

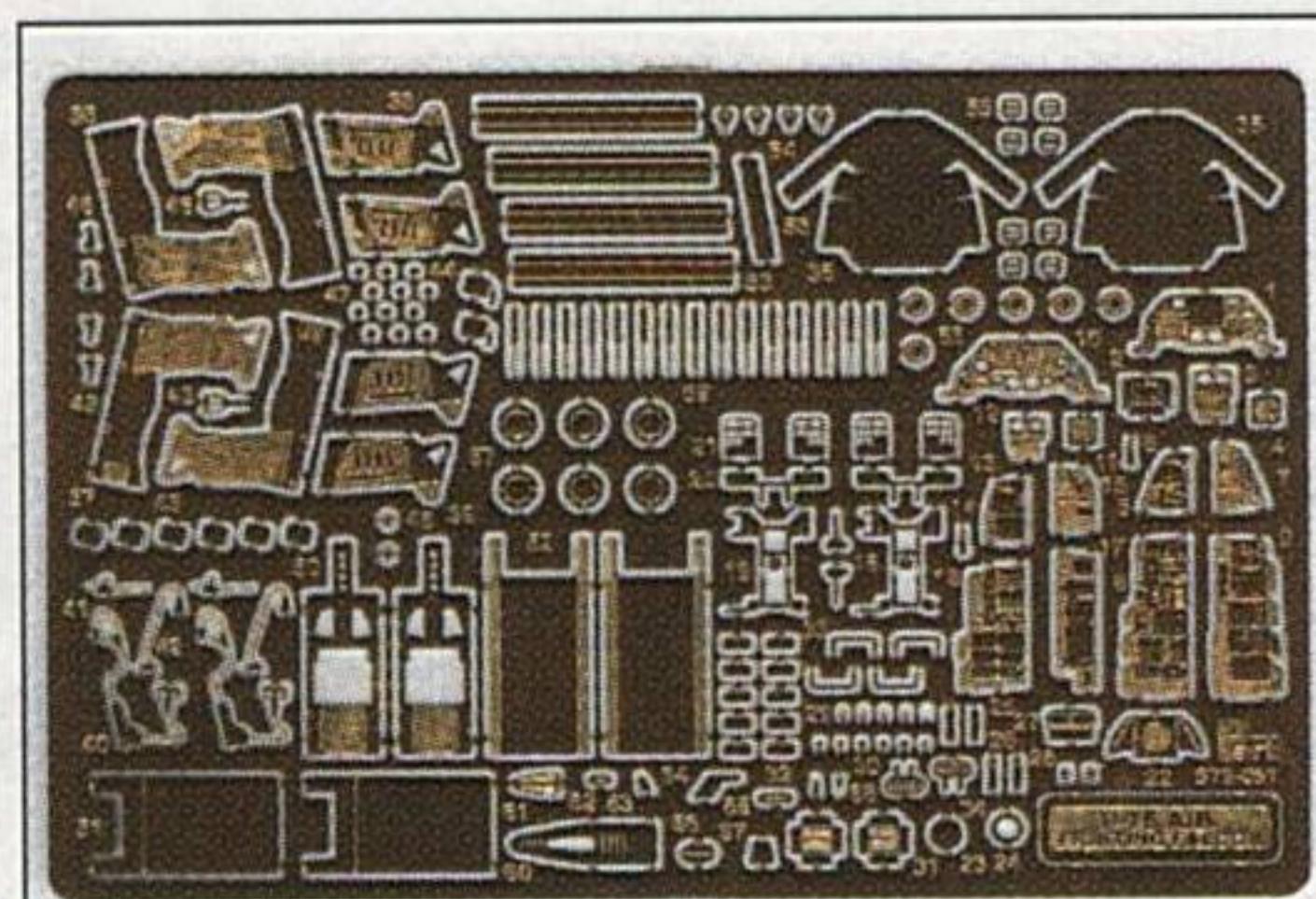
Scale: 1/72nd Item: S72-052

Type: Update Set Designed for: Italeri Kit

Parts: 50 Etched Brass

Price: £TBA

This is the exterior set for the F-16 and it contains details for the petal airbrakes, missile rails (wing tips), radome reinforcing plates, Sidewinder finlets, undercarriage mainwheel hubs and the compression linkage for the noseleg. The final item for the kit is the afterburner can which is supplied as the burner rings and a complete new liner for this area of the kit.



S72-051: F-16A/B

Subject: GD F-16C/D

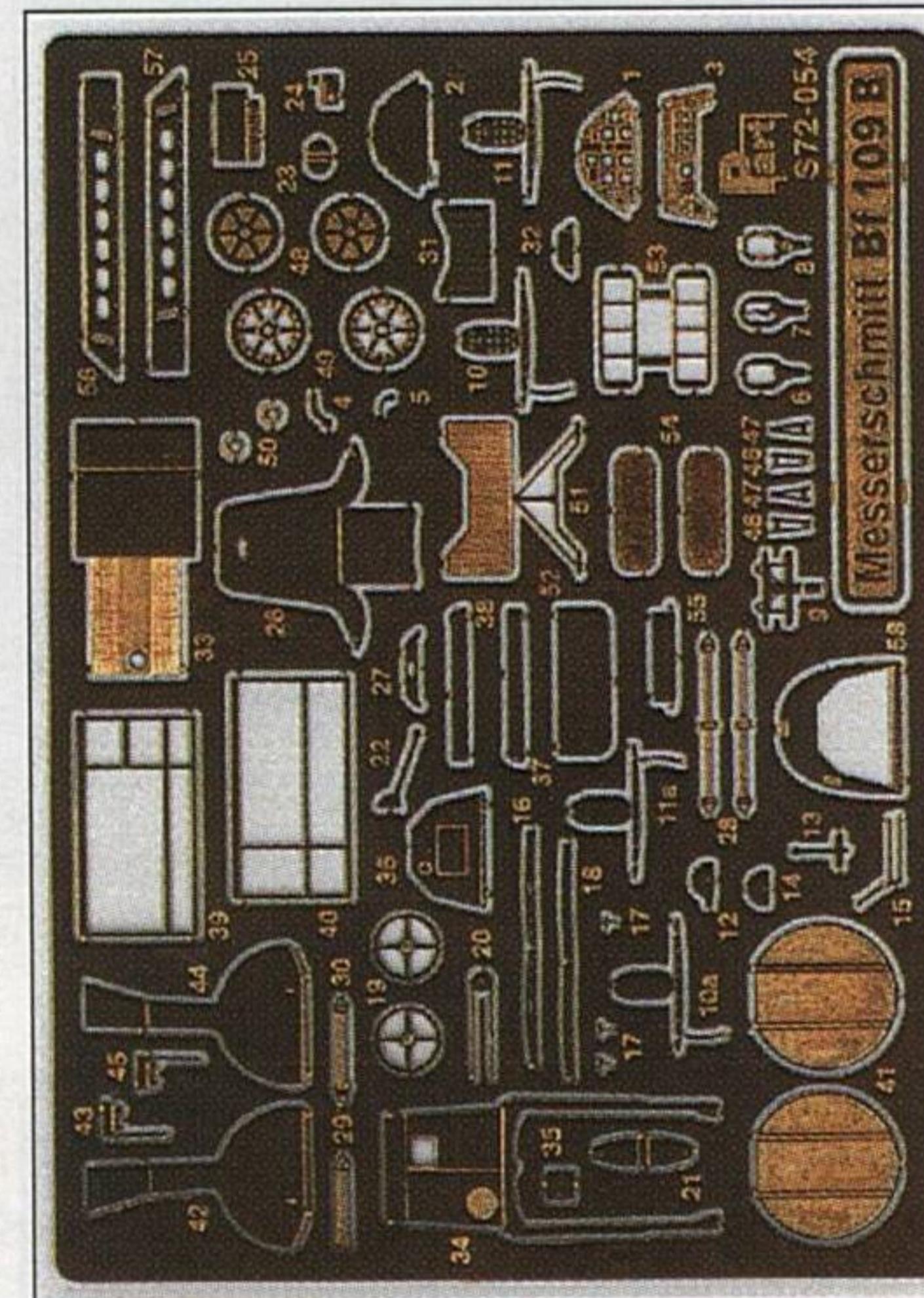
Scale: 1/72nd Item: S72-053

Type: Update Set Designed for: Italeri Kit

Parts: 135 Etched Brass & Acetate Film

Price: £TBA

This set is identical in the details that it offers to the F-16A/B set (S72-051) reviewed above, although this version has the different instrument panels associated with these types.



S72-054: Bf 109B

Subject: Messerschmitt Bf 109E

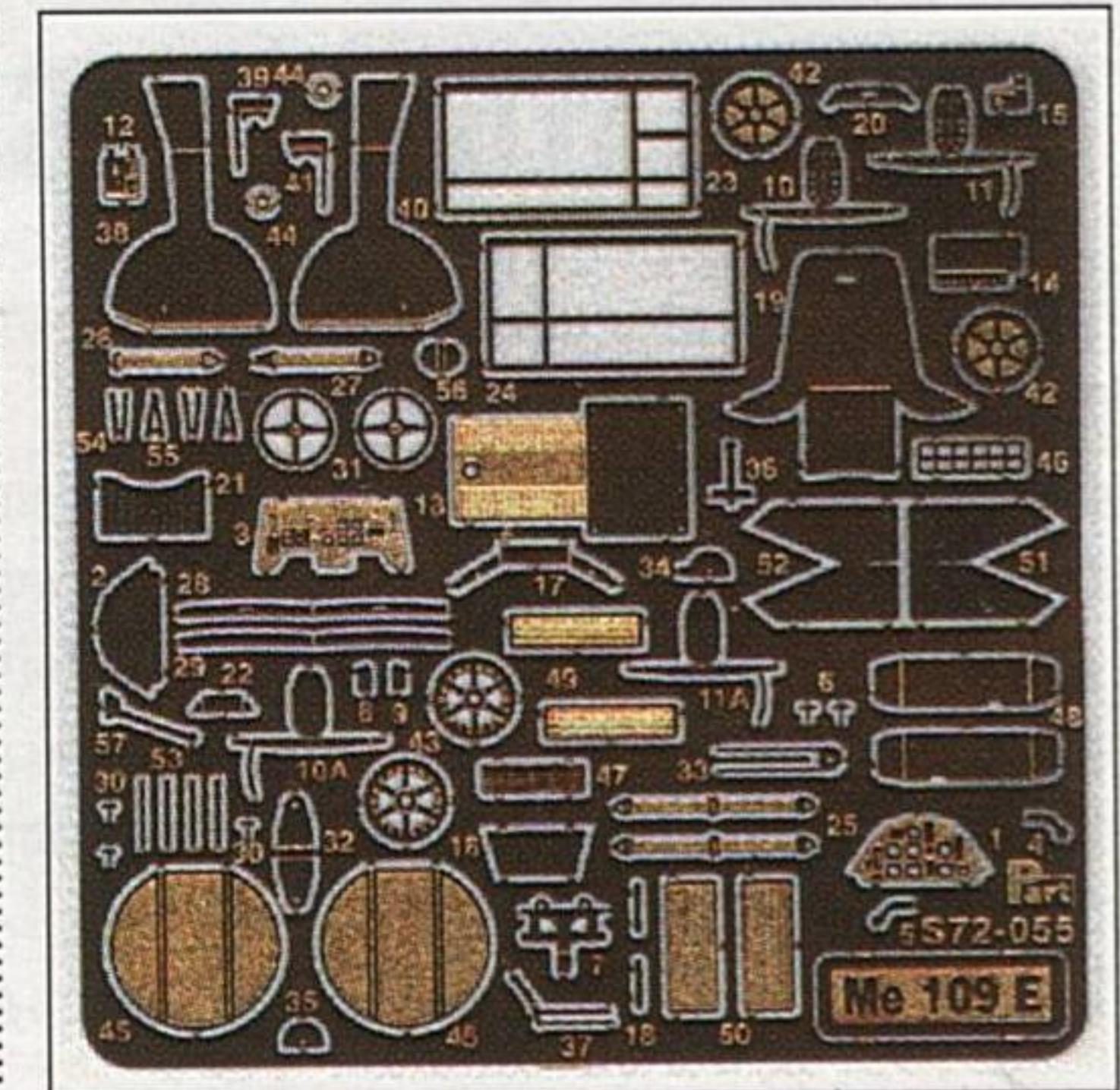
Scale: 1/72nd Item: S72-055

Type: Update Set Designed for: Academy Kit

Parts: 74 Etched Brass & Acetate Film

Price: £TBA

This set offers the same level of details as the previous set, although it is revised to correctly represent the E series of the Bf 109.



S72-055: Bf 109E

Subject: Messerschmitt Bf 109E

Scale: 1/72nd Item: S72-055

Type: Update Set Designed for: Academy Kit

Parts: 74 Etched Brass & Acetate Film

Price: £TBA

This set offers the same level of details as the previous set, although it is revised to correctly represent the E series of the Bf 109.

1/48th Scale

Subject: F-16A

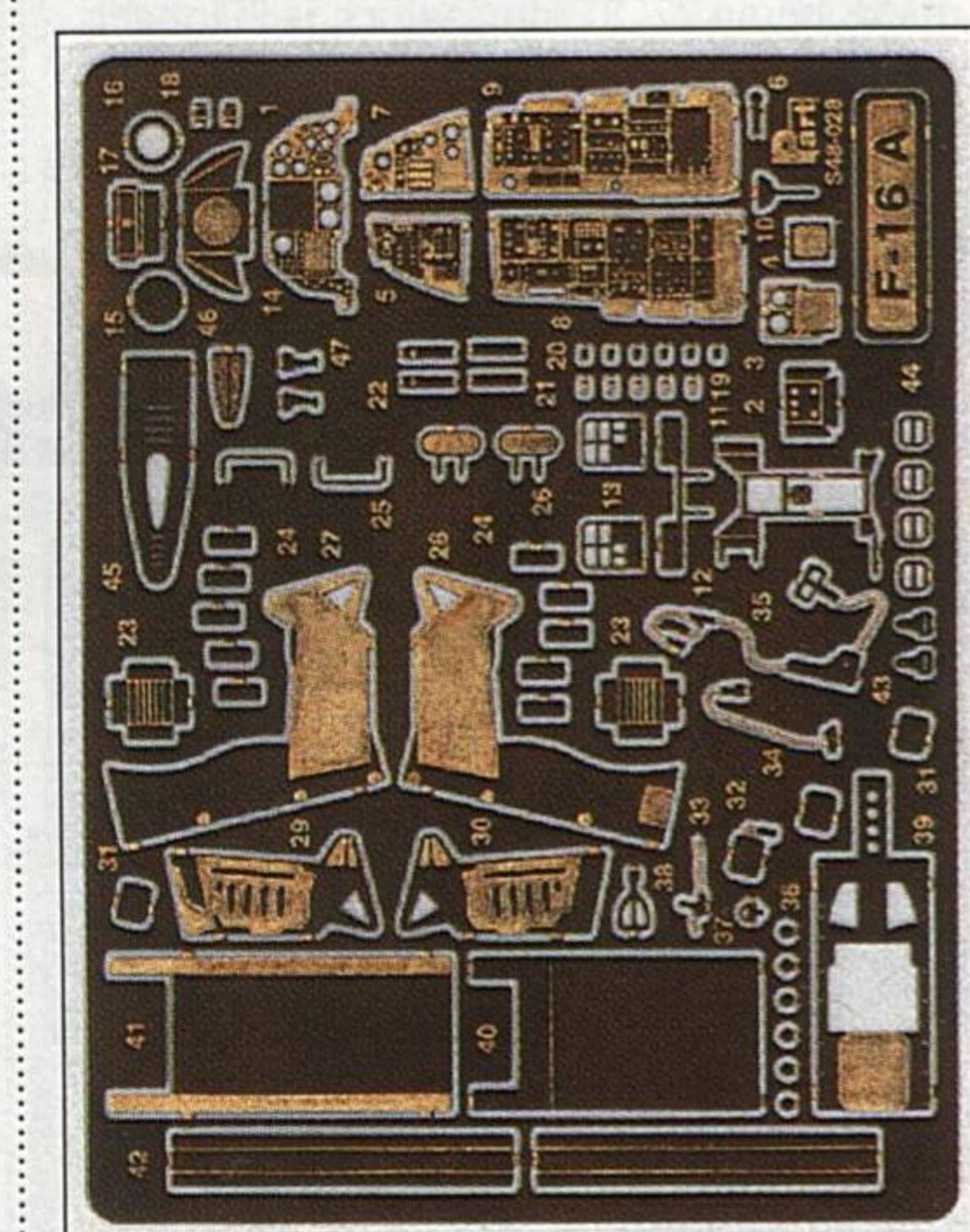
Scale: 1/48th Item: S48-028

Type: Update Set Designed for: Hasegawa Kit

Parts: 75 Etched Brass & Acetate Film

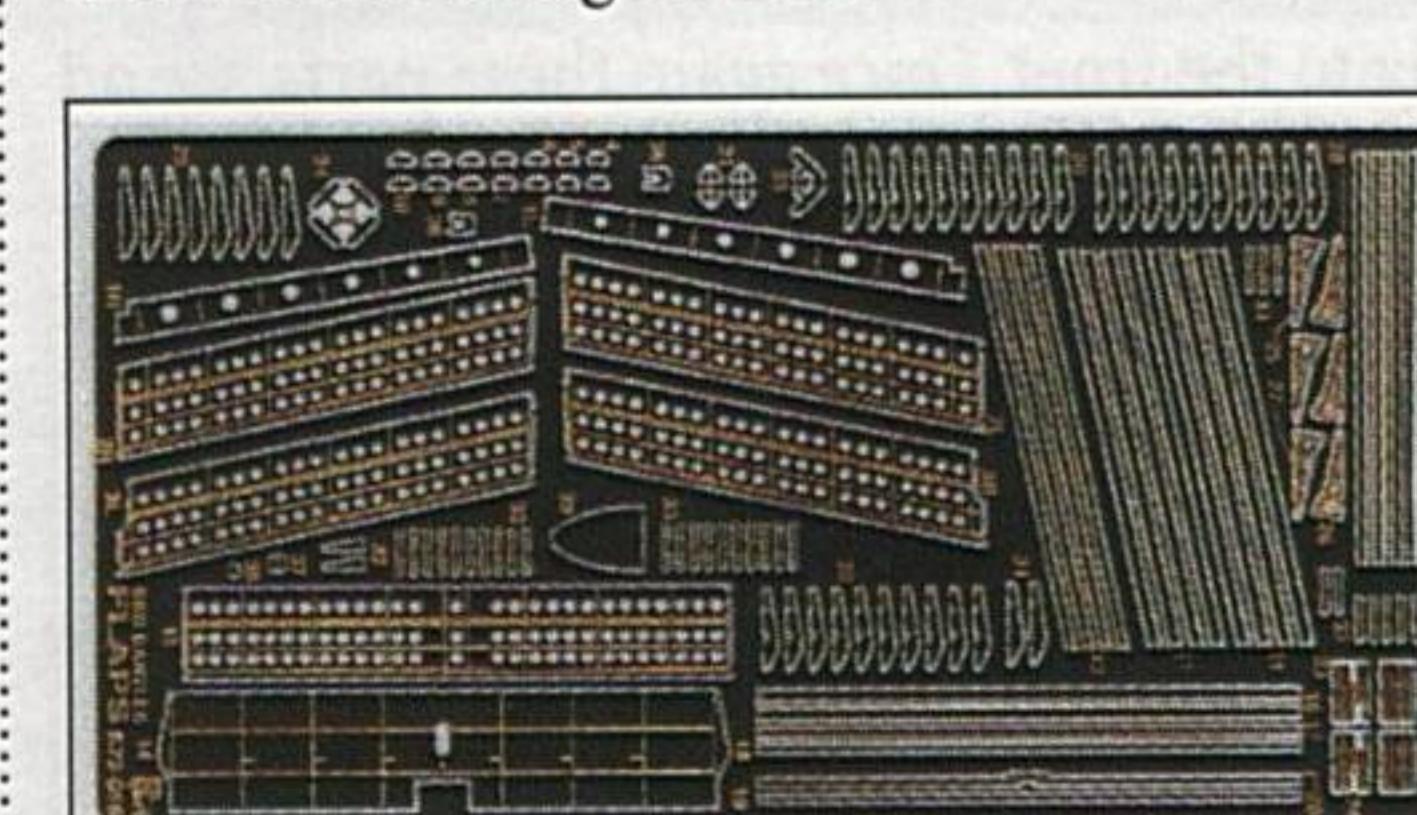
Price: £TBA

This set offers similar details to the 1/72nd scale sets reviewed earlier. The side consoles and instrument panel get new overlays and the instrument panel has an acetate backing film. A new HUD is included along with the rudder pedals and there is once again a series of details for the ACES ejection seat.



S48-028: F-16A

Seat belt harness are not included, but the buckles for each are, so you will have to make each up with tape or similar. The final items in the set are the canopy sill details, rear view mirrors and the machine gun port.



S72-056: SBD Dauntless Flaps

Subject: Douglas Dauntless Flaps

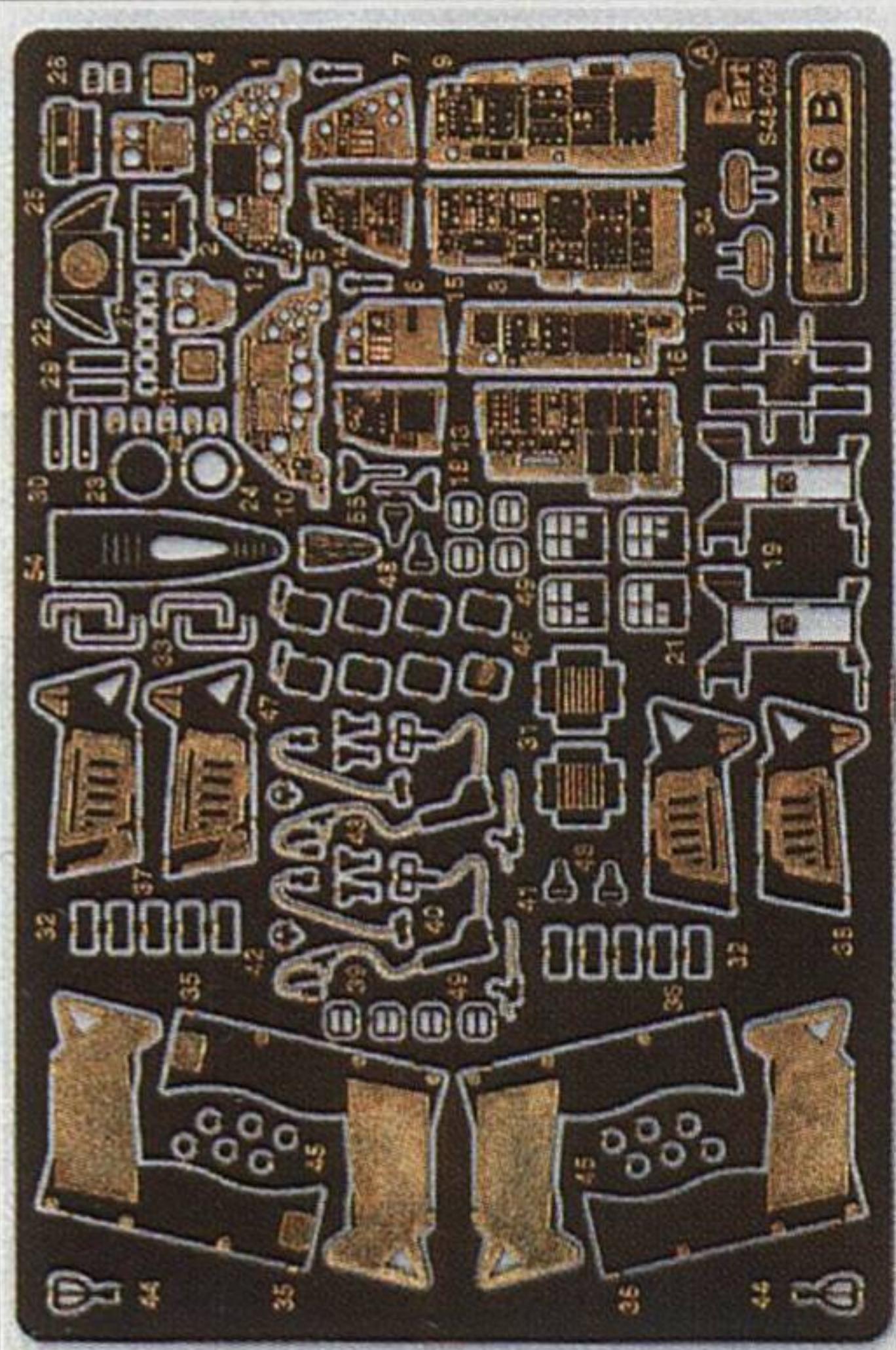
Scale: 1/72nd Item: S72-056

Type: Update Set Designed for: Hasegawa Kit

Parts: 116 Etched Brass & Acetate Film

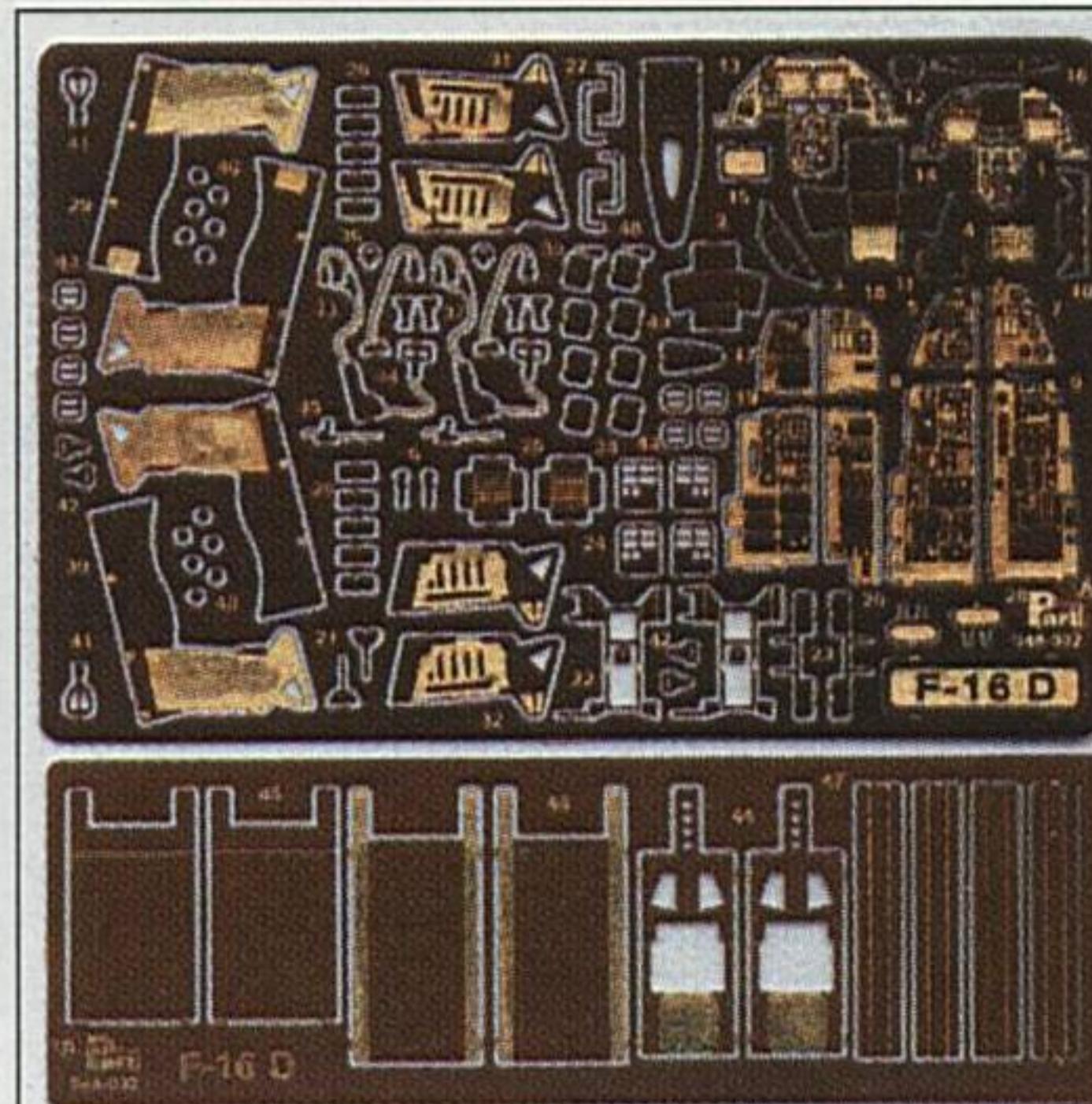
Price: £TBA

This set is similar to the previous example, although it includes side consoles and instrument panels for each crew position in the F-16B. The HUD and rudder pedals are included, along with the details for each ejection seat. As with the A series set, this one includes details for the canopy sill, the



S48-029: F-16B

with acetate backing film, rudder pedals, HUB and all those details for the ACES ejection seat. The final pieces are the machine-gun port, canopy sills and the rear-view mirrors for the canopy.



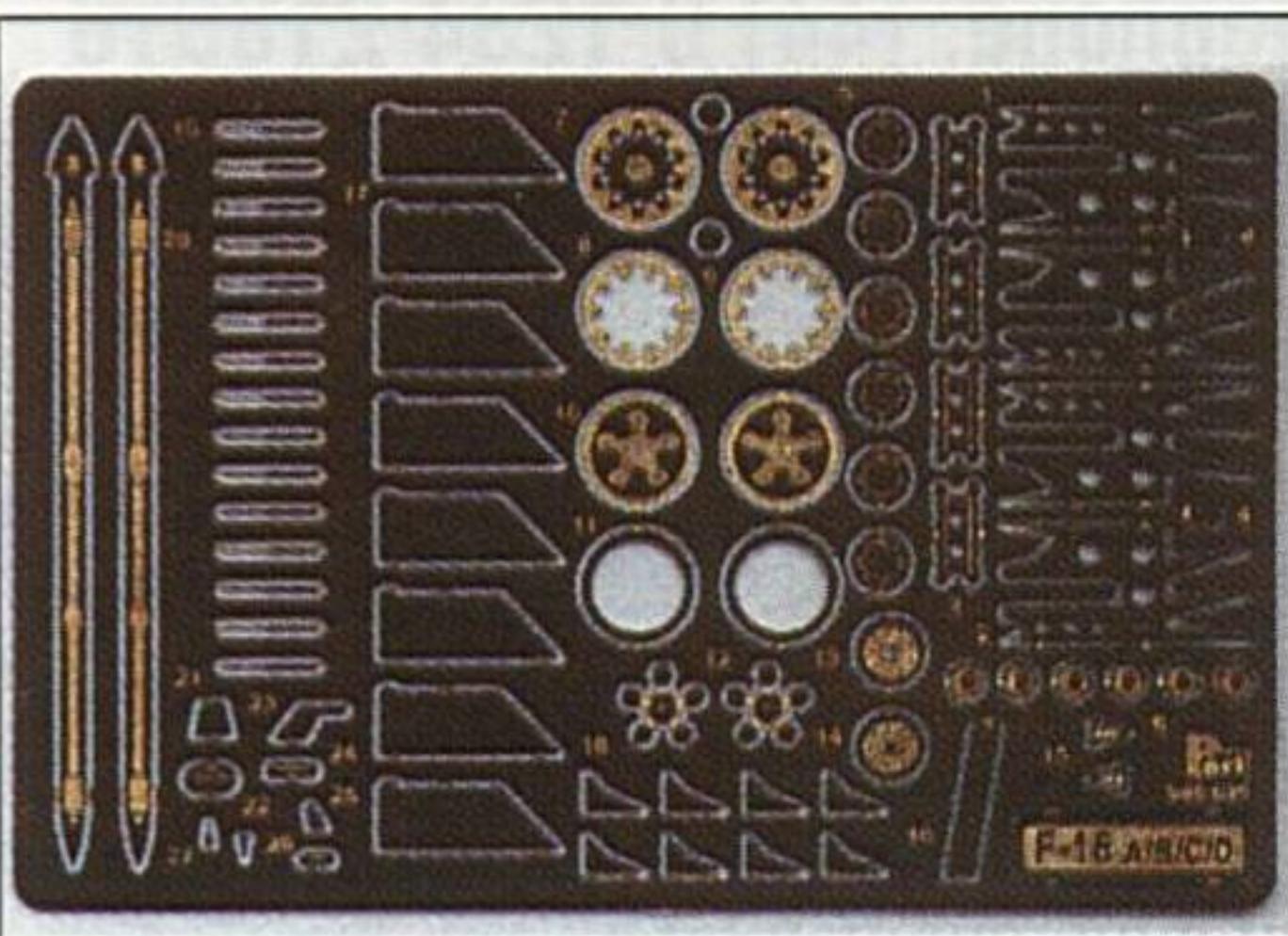
S48-032: F-16D

Subject: F-16D

Scale: 1/48th **Item:** S48-032
Type: Update Set **Designed for:** Hasegawa Kit
Parts: 115 Etched Brass & Acetate Film

Price: £TBA

This set comprises two frets and they offer details for the cockpit interior in the form of side consoles, instrument panels and acetate backing film, HUD and rudder pedals. Once again the ACES ejection seats get a lot of new details and the final pieces included are the canopy sills, machine-gun port and the rear-view mirrors for the canopy.



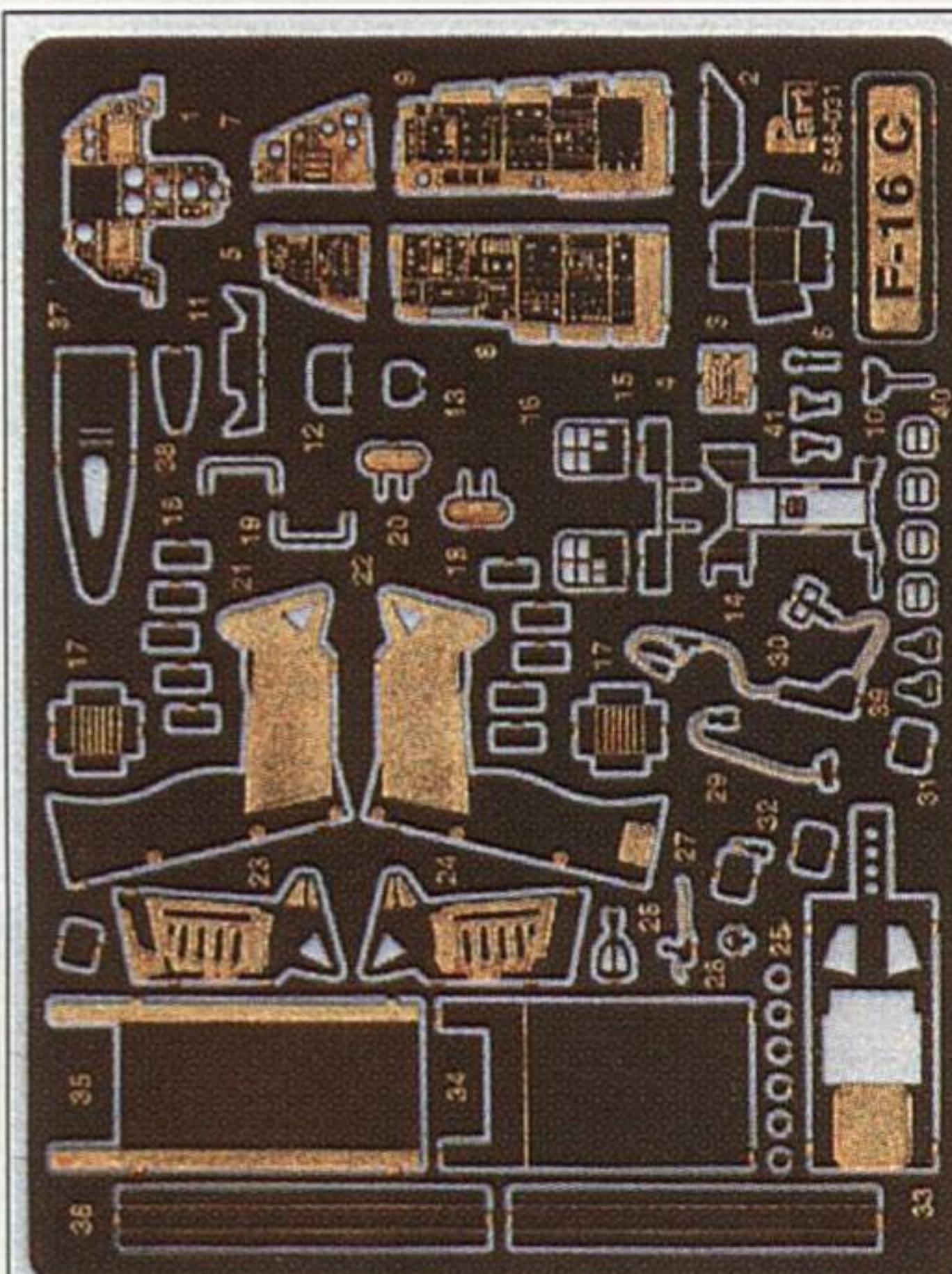
S48-020: F-16A/B/C/D (Exterior)

Subject: F-16

Scale: 1/48th **Item:** S48-030
Type: Update Set **Designed for:** Hasegawa Kit
Parts: 50 Etched Brass

Price: £TBA

This set is similar to the 1/72nd scale exterior set for the F-16 and it offers the petal air brakes, missile rails (wing tip), fins and finlets for the AIM 9L missiles and details for the main and nose wheel hubs. The blade antenna are included along with the static wicks for the wings and tail and the sway braces and filler points for the underwing stores.



S48-031: F-16C

Subject: F-16C
Scale: 1/48th **Item:** S48-031
Type: Update Set **Designed for:** Hasegawa Kit
Parts: 64 Etched Brass & Acetate Film

Price: £TBA

This set is similar to the A and B series sets, although the instrument panel is revised to reflect the style used in this version. Details include new side consoles, instrument panel

Subject: Douglas Dauntless Flaps

Scale: 1/48th **Item:** S48-033
Type: Update Set **Designed for:** Hasegawa Kit
Parts: 106 Etched Brass

Price: £TBA

This set is basically scaled-up from the 1/72nd scale version and what you get is a complete set of perforated flaps/dive brakes for the Dauntless. Each unit contains all the ribs as well as the actuating rods and linkage, although I suspect they will be quite complex to construct!

Overall these new sets from PART are of excellent quality and they offer a mass of details for popular types. Each set is highly recommended. Our thanks to PART (Jadar Model) for the review samples

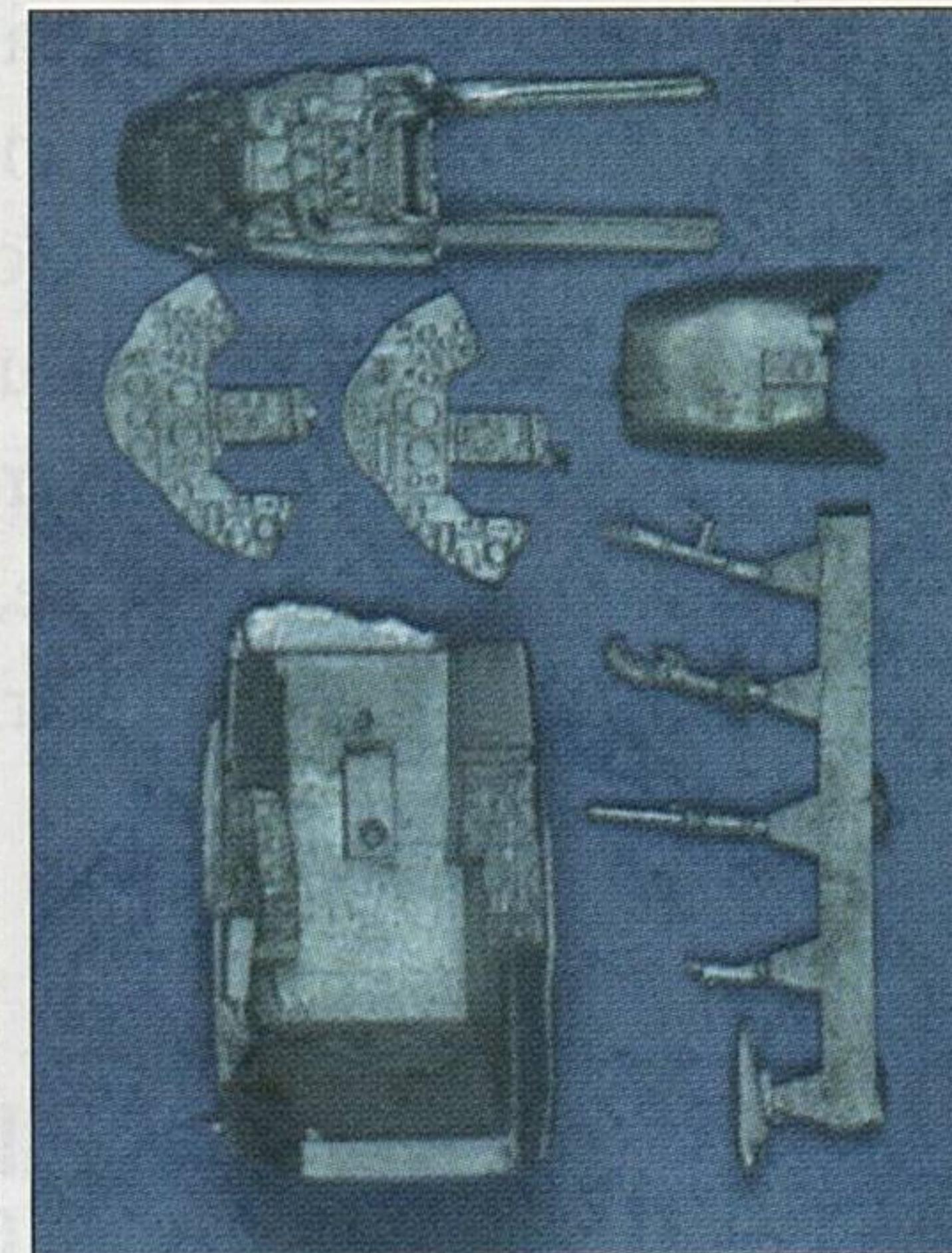
Information

Worldwide Enquiries:
Jadar-Model s.c. 00-108 Warszawa, ul.
Zielna 8, Poland.
Tel: 0-22 620 25 80 Fax: 0-22 671 46 21

UK Source:
Swan Model Engineering Ltd
(See Advertisers Index)

Price: £1.10

Lightning Updates from Aeroclub



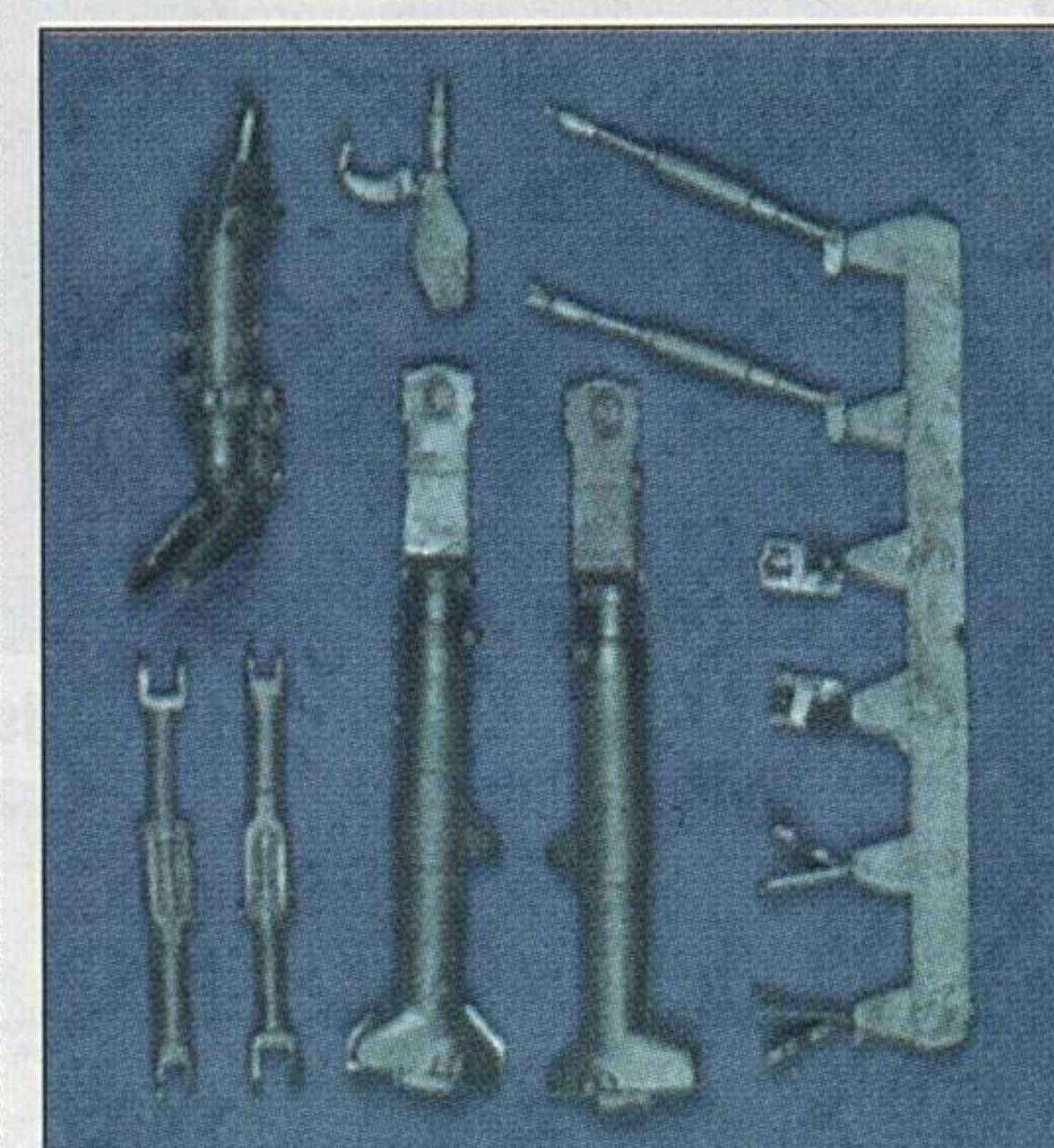
Lightning cockpit and details (V166)

Subject: Lightning cockpit and details

Scale: 1/48th **Item:** V166
Type: Update **Designed for:** Airfix kits
Parts: 10 White Metal

Price: £3.85

This set comprises the new metal tub for the cockpit of the Airfix Lightning. Detail in this tub is confined to the two sidewalls and to it are added the new instrument panel (two are included; one each for the early and late variants). There is also a new upper decking for behind the seat and moulded to this are the canopy sills. The final items include the coaming for above the instrument panel, the control column, canopy rams, canopy details and an air scoop.



Lightning undercarriage legs and jacks (V167)

Subject: Lightning undercarriage legs and jacks

Scale: 1/48th **Item:** V167
Type: Update **Designed for:** Airfix kits
Parts: 12 White Metal

Price: £2.90

Because of the weight needed to balance the Airfix Lightning kit, and the metal cockpit interior, nose weight and nose ring offered from this source, Aeroclub decided that a new metal undercarriage was a 'must'. The main components are the oleos for the main and nose gear to which are added the retraction rams and the compression links (main gear only).

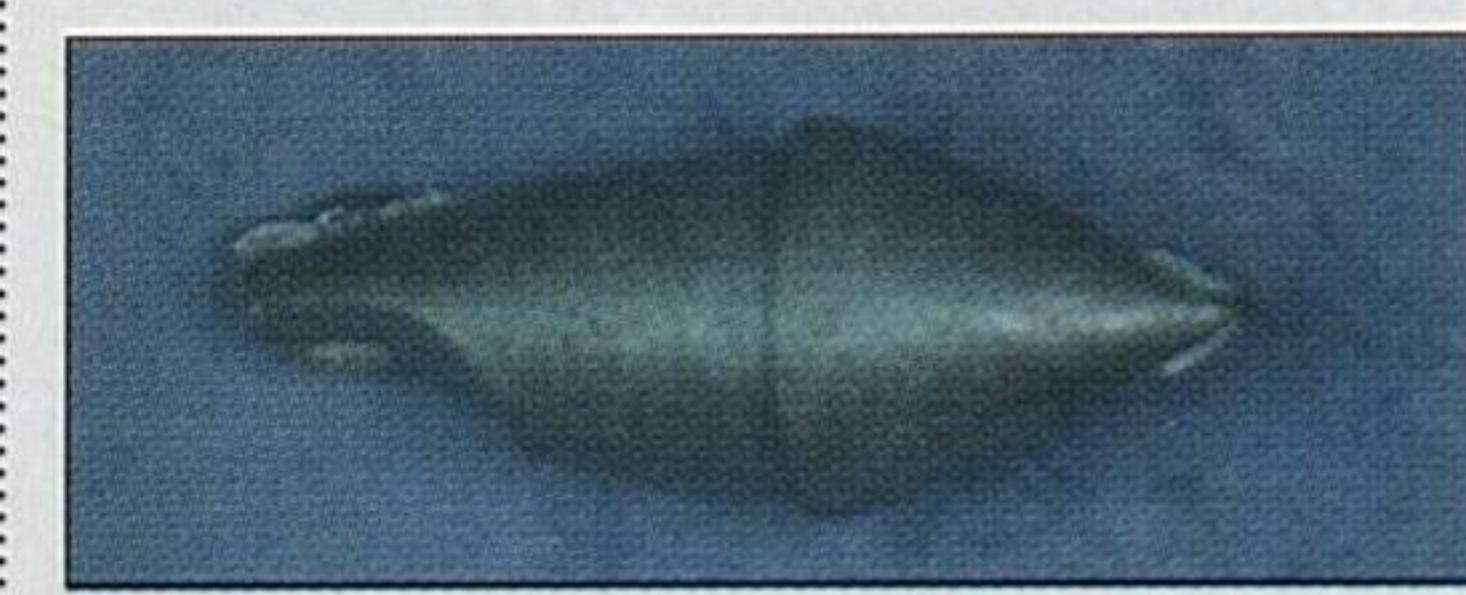
Subject: Lightning nose weight

Scale: 1/48th **Item:** V169
Type: Update **Designed for:** Airfix kits
Parts: 1 White Metal

Price: £1.10

As I have already touched on, Aeroclub

decided that a nose weight was best achieved in the new Airfix kit by casting the radar bullet in metal. This product is a direct replacement for the kit part and it will ensure that the model sits on its undercarriage.



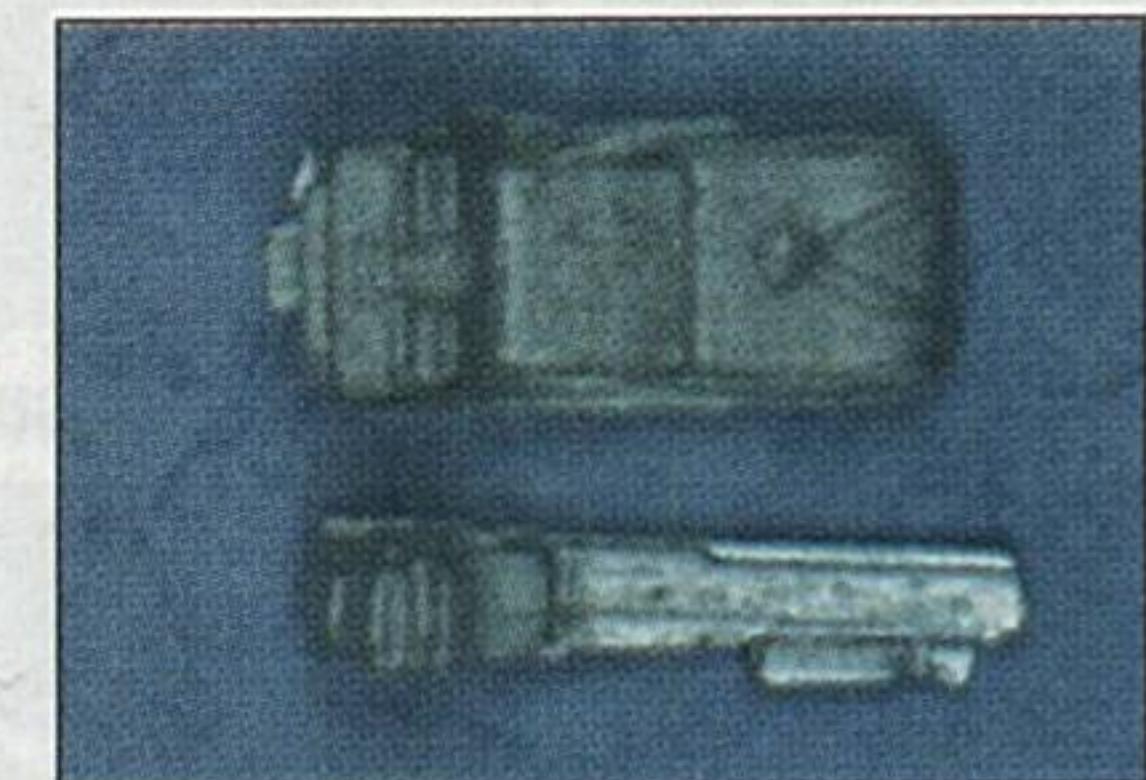
Lightning nose weight (V169)

Subject: Martin Baker Mk 4BS Ejection Seat

Scale: 1/48th **Item:** EJ404
Type: Update **Designed for:** Airfix Lightning kits
Parts: 2 White Metal

Price: £1.60

This is a revised version of the original Mk 4BS seat and it has been updated due to the issue of the Lightning kit by Airfix. The seat comprises the main seat unit and a separate ejector rail and headrest unit. The seat does not include moulded-on seat harness, but many modellers would prefer to add their own anyway, so it's no real problem. If you are going to add all the other accessories to the Airfix kit, you might as well include this ejection seat as well.



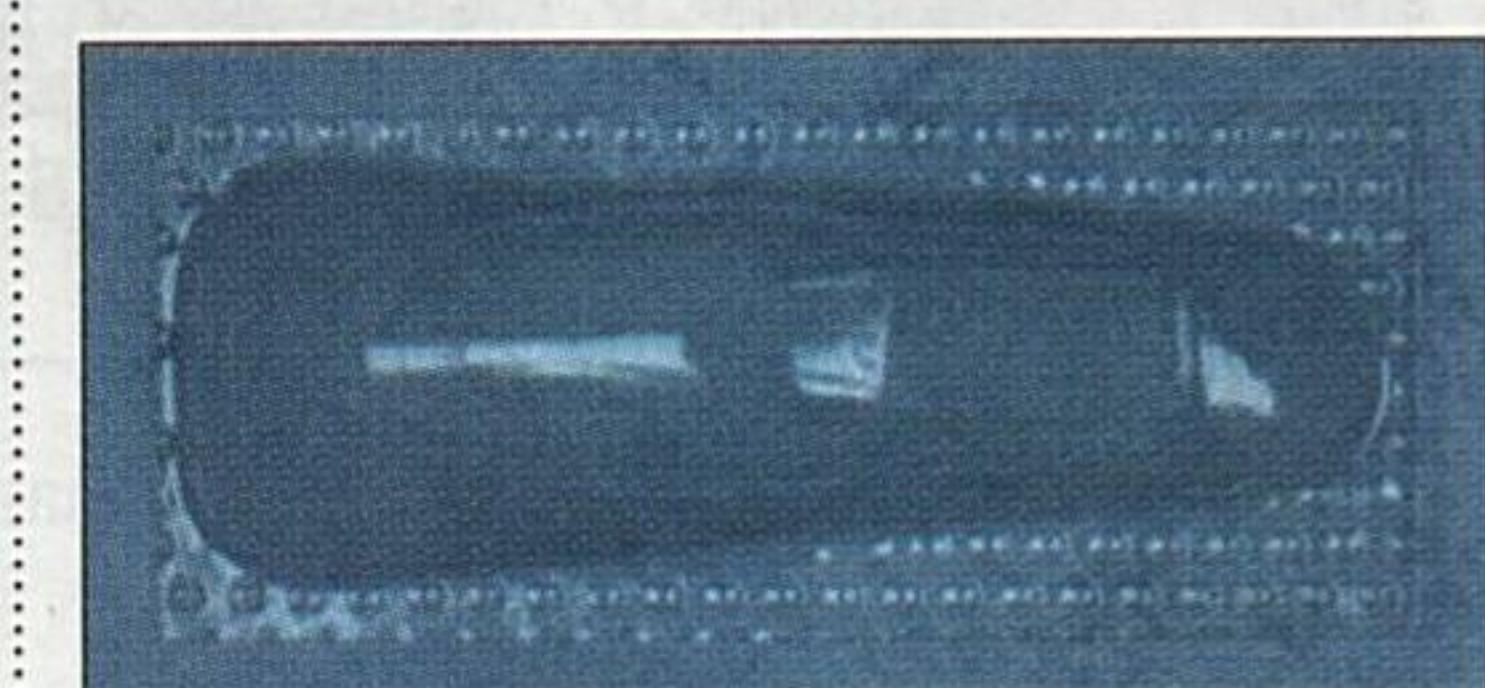
Martin Baker Mk 4BS Ejection Seat (EJ404)

Subject: Lightning canopy

Scale: 1/48th **Item:** C072
Type: Update **Designed for:** Airfix kits
Parts: 1 Vac-formed Clear

Price: £1.00

This new canopy is designed as a direct replacement for the Airfix kit part and is made from a brand new mould. The clarity of this part is excellent and I am sure that it will enhance the model when installed, especially if you have updated the cockpit interior etc.



Lightning canopy (C072)

Overall, if you want to update your Airfix kit then you can't go wrong with these accessories. Also included, but not reviewed here (as Aeroclub had sold out!) is the new metal nose ring, item V168).

Our thanks to Aeroclub for the review samples.

Information

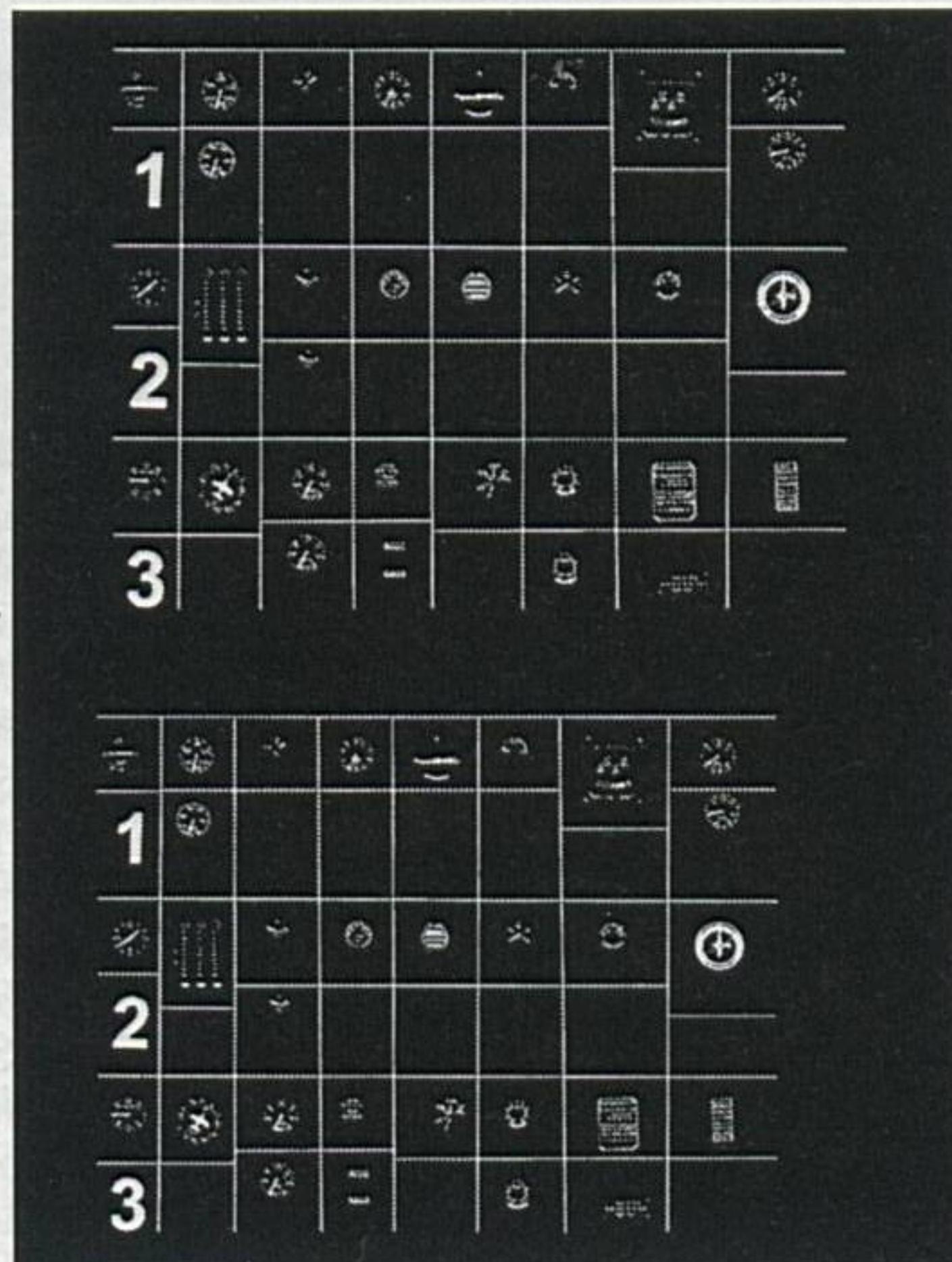
Worldwide Enquiries:
Aeroclub (see Advertiser's Index)

Instrument Faces from Precision Replicas

The new name of Precision Replicas from Australia has produced some scale instrument faces in a number of scales, and samples of two of them have made their way to us directly from the manufacturer.

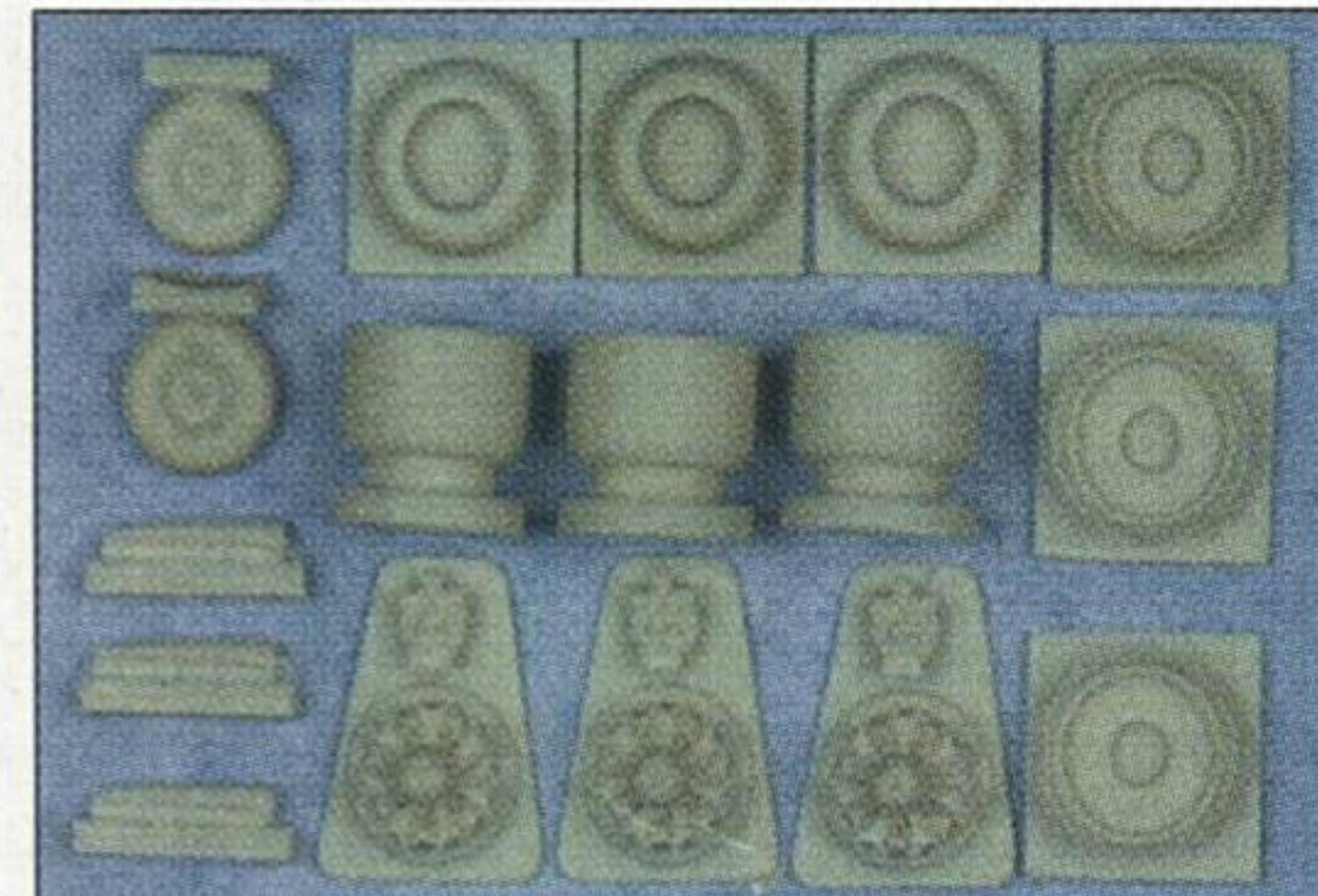
The sets we have are in 1/48th and 1/32nd scales and they deal with WWII era Luftwaffe subjects. Each sheet of images is printed on stout card and they comprise the following types:

- AFN 2 Indicator
- Airspeed Indicator (two styles)
- External Temperature Gauge
- Altimeter
- Artificial Horizon
- Auto-pilot Switch
- Auto-pilot
- Boost Gauges (x2)
- Clock
- Cannon Ammunition Indicator
- Coolant Temperature Gauge (x2)
- Fuel Gauge
- Oxygen Regulator
- Oxygen Pressure
- Oxygen Gauge



- Direction Finder
- Rate of Climb Indicator
- Repeater Compass
- RPM Indicator (x2)
- Undercarriage Gear Position Indicator
- Flap Position and Cabin Heating warning placards

Cant Z.1007Bis update



The resin components for the Cant Z.1007Bis

Subject: Cant Z.1007Bis **Scale:** 1/72nd
Type: Update **Designed for:** Supermodel kit
Parts: Resin 20
Price: £16.00

This set allows you to update the Supermodel kit of the Z.1007. The resin

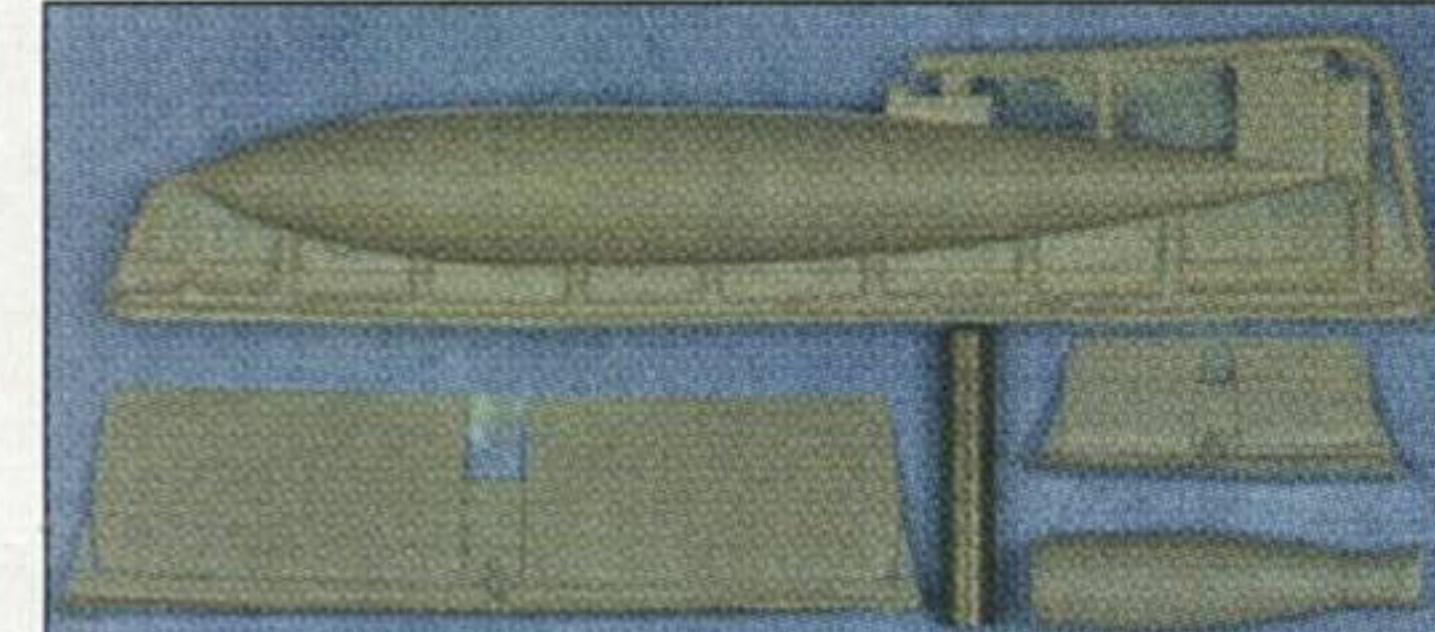
parts consist of new engine nacelles, cowls and engine units. The intakes on the top of the engines are also included, as well as 'weighted' main wheels.

The resin castings are excellent without any imperfections and I am sure that modellers with a love for the subject will be very pleased to be able to upgrade the old Supermodel kit and Italian Wings should be commended for covering these subjects. Our thanks to Mister Kit for the review sample.

Information

Worldwide Enquiries:
 Mister Kit (See advertisers Index)
 Tel/Fax: 0039 (0)2-8243791

American 'Buzz Bomb' from Pacific Monograph



The resin components

Subject: JB-2 'Loon' (Fi 103 V-1)
Scale: 1/48th **Item:** 148.2.3103
Type: Accessory **Designed for:** N/A
Parts: 4 Resin, 9 Etched, Metal Tube & Decals
Price: \$TBA

Once again, this product is between the 'kit' and 'accessory' range, so we will review it here as the latter. The main components are in resin and they comprise the body of the bomb, the wings, tailplanes and the forward section of the pulse ramjet motor. The aft section of the motor is made up from the length of copper tube included with the kit.

The remainder of the details are supplied as etched brass and these include the catapult pick-up point, access cover on the port side of the rear body of the bomb, rudder actuator horn, pulse ramjet mounting bracket, pitot tube, generator propeller and the injector block from the ramjet intake.

To complement this the manufacturer has also included three little decal sheets, which allow you to finish your model as one of three JB-2's or four Loons. Note that when you are making the Loon, one of them has a pitot out of the nose cone, not the



The etched brass fret

Bomb Activation Switch placard

Two complete sets of the above dials are included with each set. Application of these dials is achieved by simply affixing the dial, once cut out, to the back of an etched instrument panel, or a drilled version of the kit's instrument panel.

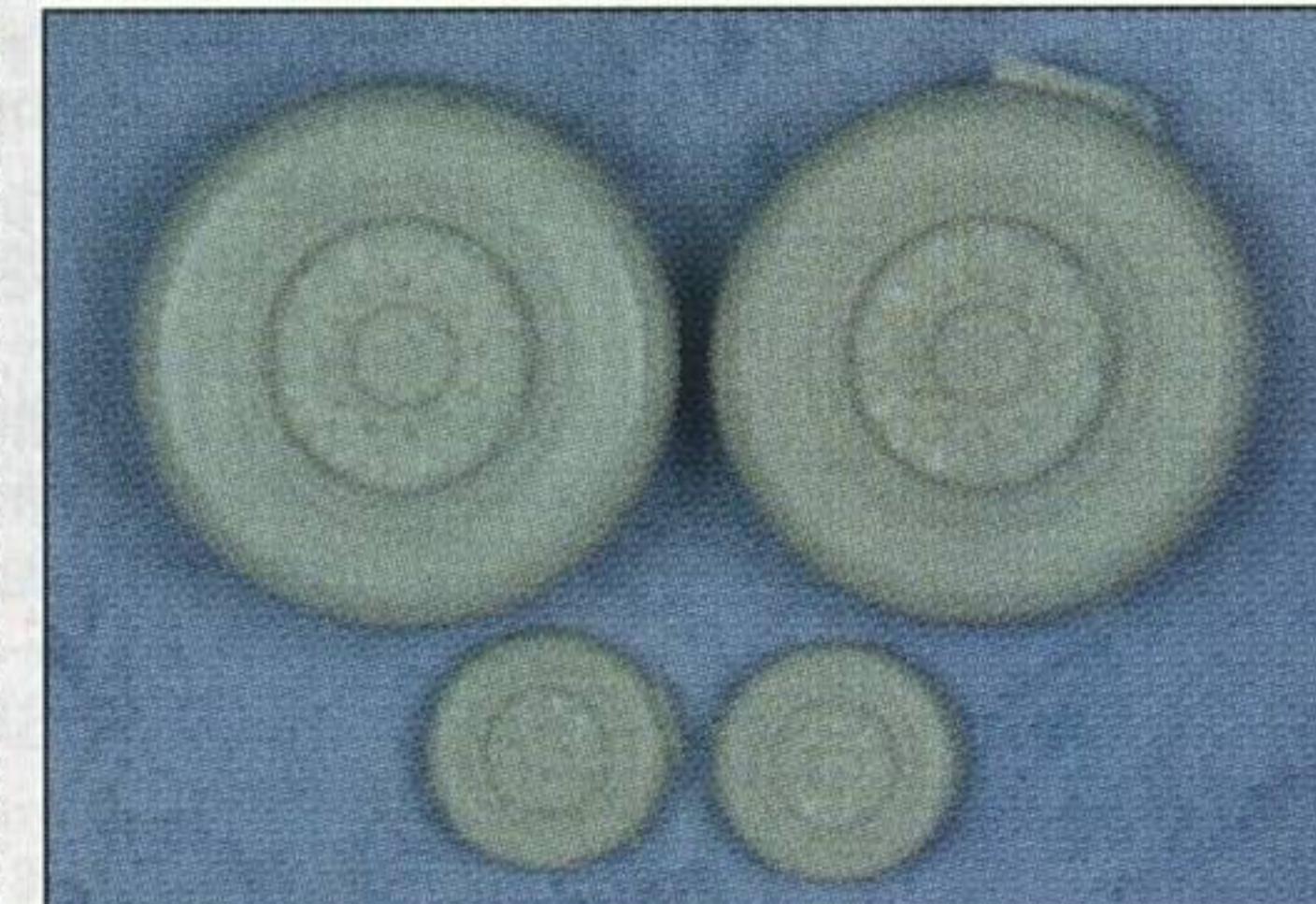
This is certainly a good idea and in these bigger scales they are certainly well worth having. If you do not go a bundle on using an etched panel with an acetate backing film, then these new sheets will do the job for you. Overall I am sure that this product

will be of great use to a number of modellers and I hope that the manufacturer will increase the number of sheets per set, as well as covering a number of other subjects in due course. The subject matter is also available in 1/24th scale and they retail for \$5.00 (1/48th), \$6.00 (1/32nd) and \$7.00 (1/24th) each plus postage. Our thanks to Precision Replicas for the review samples.

Information

Worldwide Enquiries:
 Precision Replicas, 60 Deviation Road, Penguin TAS, Australia 7316
 Tel/Fax: + (61) + (03) 6437 1697

New from Invicta



There are the new wheels for the Academy F-111 kit

Subject: F-111A/E/F Wheels

Scale: 1/48th **Type:** Update
Designed for: Academy kit **Parts:** Resin 4

Price: £3.95

Invicta have released this set of main and nosewheels for the Academy F-111 kit. The resin components are highly detailed in comparison to the Academy kit parts, although they are not 'weighted', as is the 'norm' of late. The mainwheels include excellent hub details as well as the disc-brake units at the back of each.

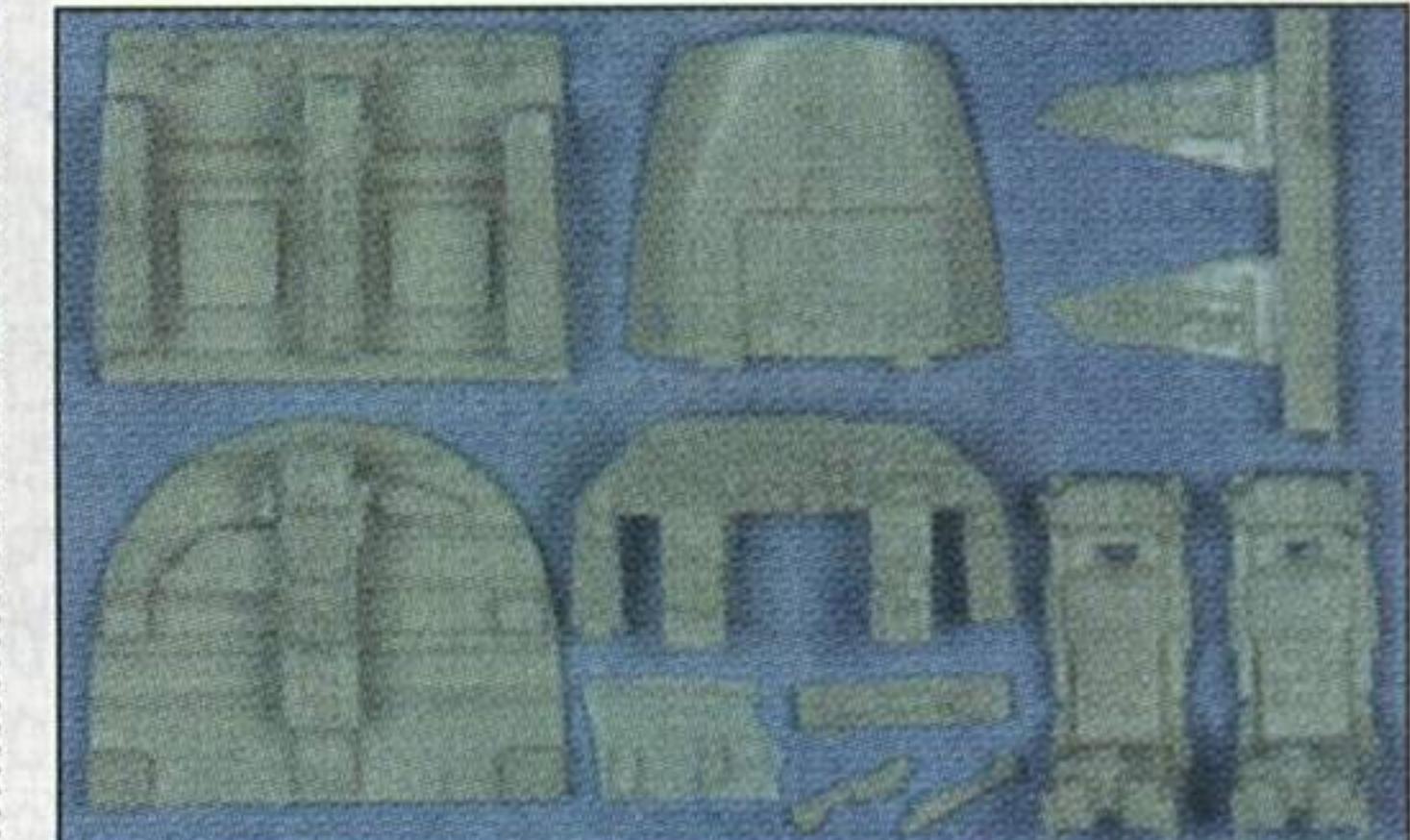
Subject: F-111A/E/F Cockpit

Scale: 1/48th **Type:** Update
Designed for: Academy kit **Parts:** Resin 13

Price: £12.95

This is a completely new cockpit interior for

the Academy F-111 kit. The resin parts are well cast with excellent detail. The main tub comprises the floor unit with sidewalls etc onto which is added the rear bulkhead and a new instrument panel. A new coaming above the instrument panel is included, as well as two control columns and sidewall detail. The package is completed with two excellent resin ejection seats.



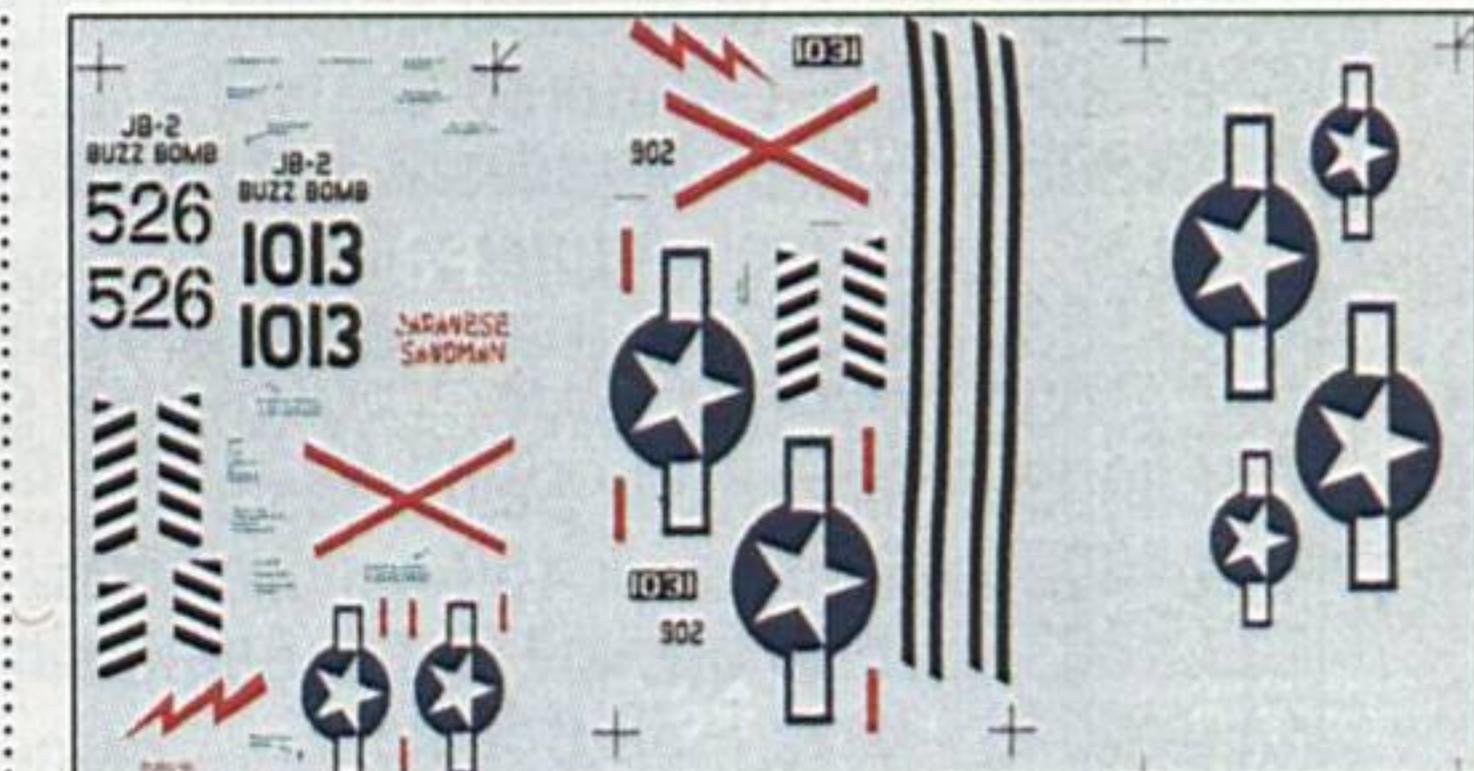
The new cockpit interior for the Academy F-111

Overall these products are of excellent quality and I am sure that they will enhance the Academy kit when installed.

Our thanks to Invicta for the review samples.

Information

Worldwide Enquiries:
 Invicta Model Accessories, 55 West Street, Sittingbourne, Kent. ME10 1AN
 Tel/Fax: 01795 472815



The decal sheet

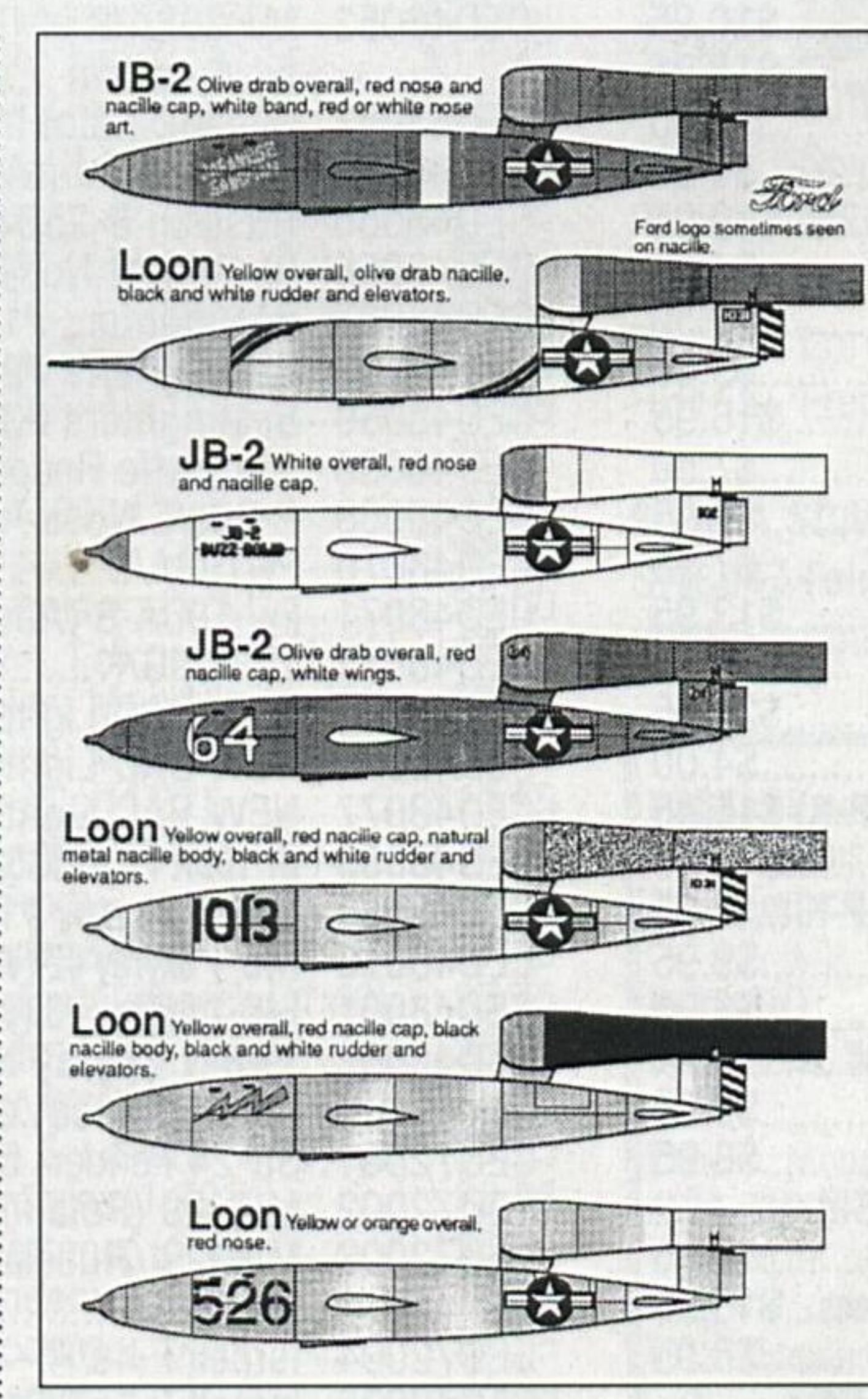
generator propeller as usually fitted and you will have to modify the kit to achieve this.

Overall the quality of the resin and etched parts is very good and the inclusion of the decal options makes this product far more 'buildable'.

Our thanks to Pacific Monograph for the review sample.

Information

Worldwide Enquiries:
 Pacific Monograph, 1124 Kahili Street, Kailua, HI 96734, USA



The seven colour options

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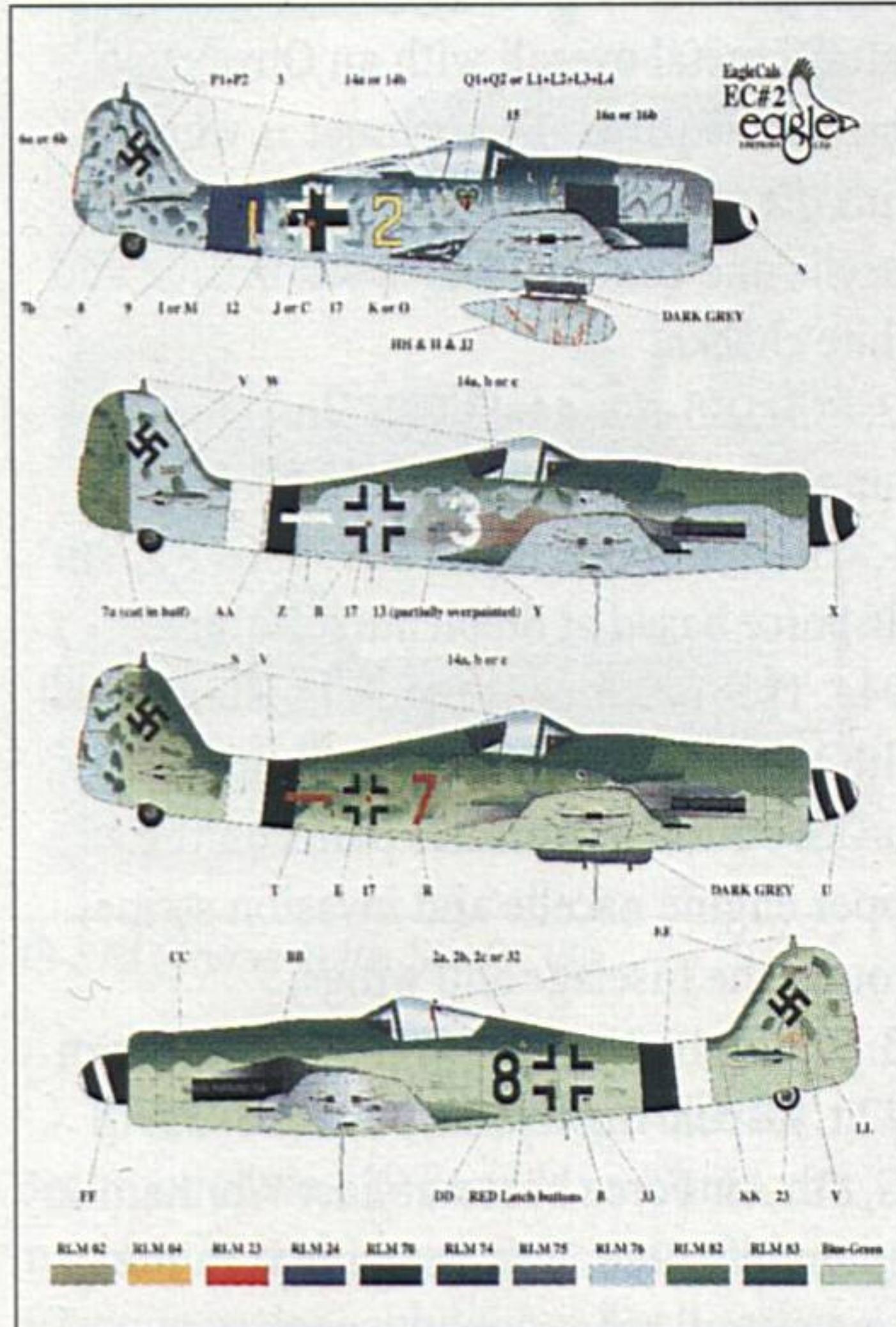
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New from EagleCal

Another small selection of Fw 190 decal sheets has been recently released from this American source and samples of them have made their way to us directly from the manufacturer.



These are the four options available on sheet EC#48-2

1/48th Scale

EC#48-2 Fw 190A's & Fw 190D-9's

- 1. Fw 190A-8/R2, 'Yellow 2' operated by 9./JG54 (III Gruppe) in May 1944 from Illesheim, Germany. This machine is RLM 74/75 over 76 with a heavy mottle on the fuselage sides. The spinner is black with a white spiral, the propeller blades are RLM 70 and the RVD band is blue (RLM 24).
- 2. Fw 190D-9, 'White 3', W/Nr. 500572 of 5./JG26 (II Gruppe) based at Logumkloster, Germany on the 5th May 1945. This machine is RLM 82/83 over RLM 76 with a mottle on the fuselage sides and the entire rudder and fin extension overpainted in RLM 82. The spinner is black with a white spiral and the RVD band is black and white.
- 3. Fw 190D-9, 'Brown 7', W/Nr. 601445 of 7./JG26 (II Gruppe), Lister, Norway on the 5th May 1945. This machine is RLM 82/83 over what appears to be a green-blue colour (RLM 84). The rudder is in a light blue (RLM 76?) and the fuselage sides and tail are heavily mottled with RLM 82/83. The spinner is black with a white spiral and the RVD bands are once again black and white.
- 4. Fw 190D-9, 'Black 8', W/Nr. 210968 flown by Uffz. Karl Fröb of 2./JG26 (I Gruppe) in April 1945. This aircraft is RLM 82/83 over the green-blue (RLM 84?) and areas of the wing, the undercarriage doors and the aileron are bare metal. The spinner is black with a white spiral, the propellers are RLM 70 and the RVD band is black and white.

The decal sheet contains all the unique and national insignia (including swastikas) for each option. A complete set of stencilling is also included.

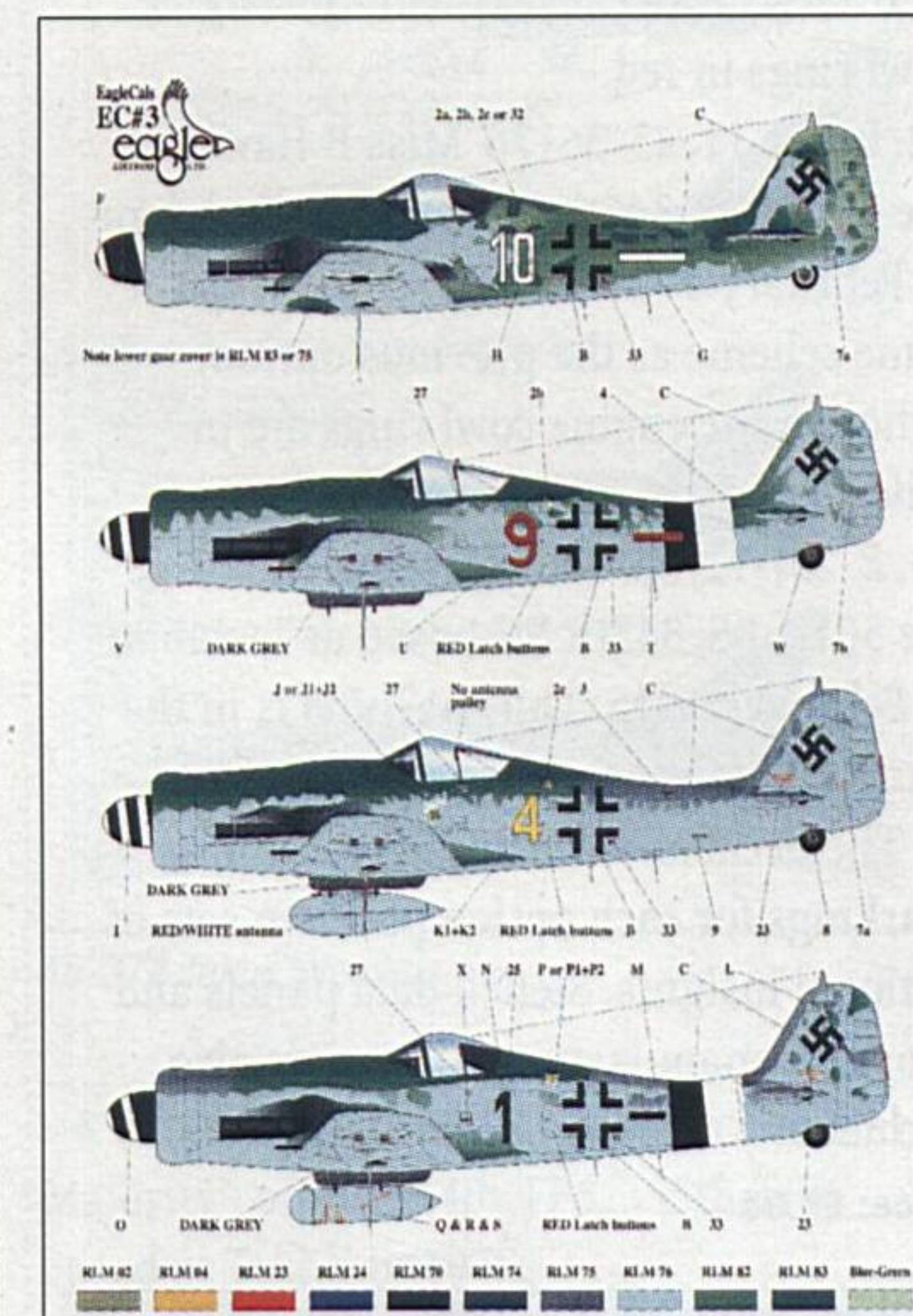
EC #48-3 Fw 190D-9's

- 1. Fw 190D-9, 'White 10', possibly flown by Fw. Rennack or Ofw. Stratbäcker of
- 2. Fw 190D-9, 'Brown 16' of 7./JG26 (II Gruppe) in February/March 1945. This aircraft is RLM 82/83 over 76, with a black spinner and white spiral and the black and white RVD band of JG26.
- 3. Fw 190D-9, 'Yellow 4', flown by Gefr. Werner Merz of 11./JG54 (III Gruppe) at Oldenburg, Germany in late 1944. This machine is RLM 75/83 over 76 with a black spinner and white spiral.
- 4. Fw 190D-9, 'Black 1', W/Nr. 210972, flown by Fw. Gerhard Müller-Berneck of 5./JG26 (II Gruppe), Lister, Norway on the 5th May 1945. This machine is RLM 75/83 over 76 with a dense fuselage mottle. The spinner is black with a white spiral and the RVD band is black and white.

II./NAG 6 at Schleswig on the 21st April 1945. This machine is RLM 82/83 over 76 with a heavy fuselage and tail mottle. The spinner is black with a white spiral and the blades are RLM 70. The lower section of the undercarriage doors seems to be either RLM 83 or 75.

- 2. Fw 190D-9, 'Brown 9', possibly flown by Ltn. Siegfried of 7./JG26 (II Gruppe) in February 1945. This aircraft is RLM 82/83 over 76 with a heavy fuselage mottle. The spinner is black with a white spiral and the RVD band is black and white.
- 3. Fw 190D-9, 'Yellow 4', flown by Gefr. Werner Merz of 11./JG54 (III Gruppe) at Oldenburg, Germany in late 1944. This machine is RLM 75/83 over 76 with a black spinner and white spiral.
- 4. Fw 190D-9, 'Black 1', W/Nr. 210972, flown by Fw. Gerhard Müller-Berneck of 5./JG26 (II Gruppe), Lister, Norway on the 5th May 1945. This machine is RLM 75/83 over 76 with a dense fuselage mottle. The spinner is black with a white spiral and the RVD band is black and white.

Once again the decal sheet contains all the unique and national markings for each option. There is also a complete set of stencils included for one machine.



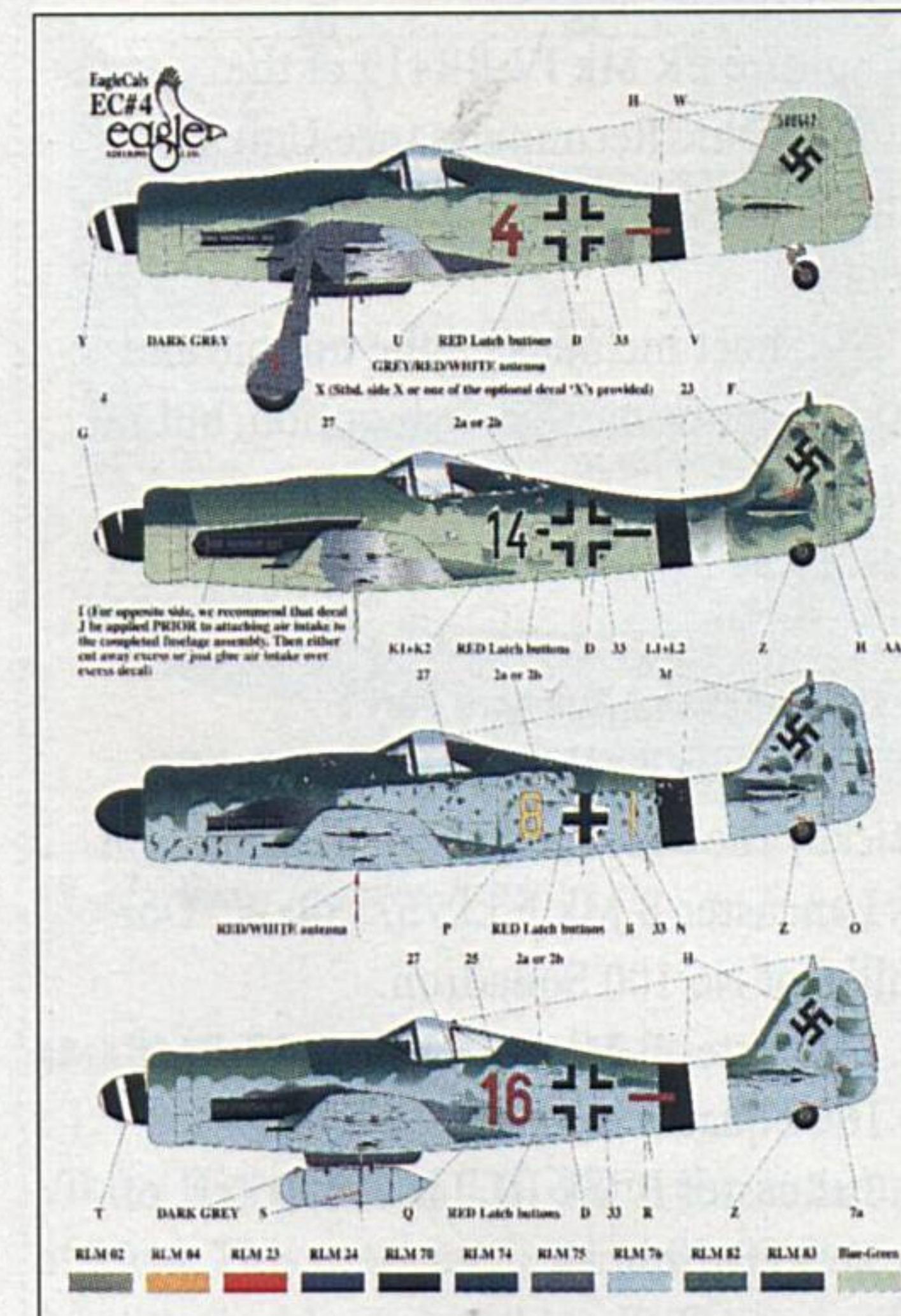
Four Fw 190D-9's are offered on sheet EC#48-3

EC #48-4 Fw 190D-9's

- 1. Fw 190D-9, 'Brown 4', W/Nr. 500647 of 7./JG26 (II Gruppe) based at Hustedt, Germany in April 1945. This machine was one of the rare examples which was fitted with a Ta 152 metal vertical tail section. The colour scheme applied is RLM 82/83 on the fuselage sides with possibly RLM 75/83 on the wing upper surfaces. The lower surfaces of the wings are either bare metal or RLM 76. The leading edge is overpainted RLM 75 and this includes the undercarriage doors.
- 2. Fw 190D-9, 'Black 14', W/Nr. 211018 of Stab JG 26 at Flensburg, Germany. This machine's colour scheme is based on a post-war photograph of the machine. It is RLM 82/83 over green-blue (RLM 84?) and the spinner is black with a white spiral. The RVD band is black and white, but had been partially overpainted.
- 3. Fw 190D-9, 'Yellow 8', W/Nr. 600375

of 11./JG26 (III Gruppe) based at Celle, Germany in April 1945. This machine is RLM 82/83 over 76 with a 'spotted' mottle of RLM 82/83 on the fuselage sides. The spinner is black with a white spiral and the RVD band is black and white.

- 4. Fw 190D-9 'Brown 16' of 7./JG26 (II Gruppe) in February/March 1945. This aircraft is RLM 82/83 over 76, with a black spinner and white spiral and the black and white RVD band of JG26.



The final four options for the Fw 190D-9 offered on sheet EC#48-4

Once again the decal sheet contains the unique and national insignia for all four machines and there is one complete set of stencilling also included.

Overall these sheets are superb. The decals themselves are printed by MicroScale, so you will be assured of their quality. The colour density and registration are excellent and as they are made by MicroScale, they should have no adverse reactions to the MicroScale decal solutions during application. Each of the sheets also come in 1/72nd scale, being number EC#72-2 etc.

All of the machines depicted in these sheets come from the excellent new title 'GREEN HEARTS First in Combat with the Dora 9' and the manufacturer recommends reference to this title for specific details on each option. It is certainly nice to have another selection of D-9 decals and with the recent re-issue of the Dragon kit in the UK by Italeri (See Re-Issue review elsewhere), I now have a reason to purchase another dozen kits! The UK price for these sheets should be £5.75 each and they can be obtained from Arba Products. The book can be obtained directly from Eagle Editions, although I have no price for it at present.

Our thanks to EagleCals for the review samples.

Information

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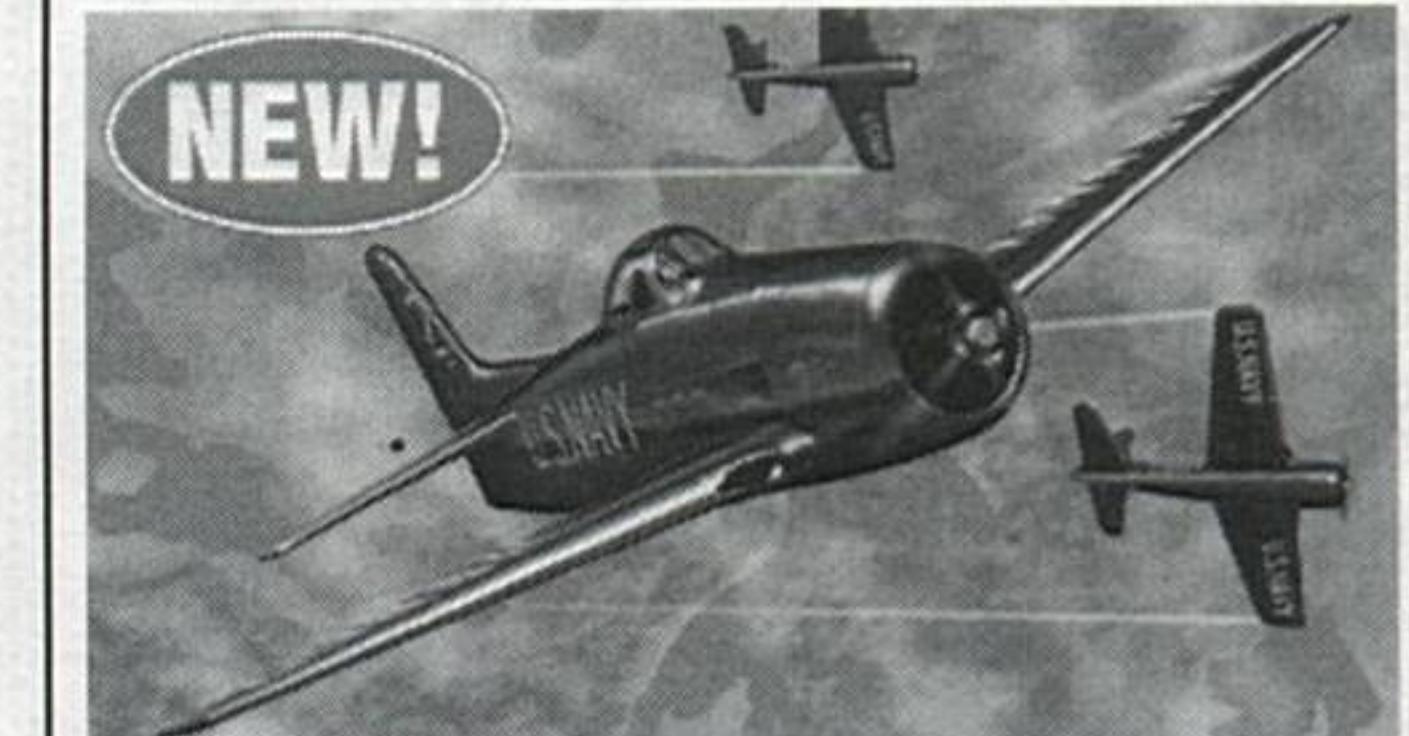
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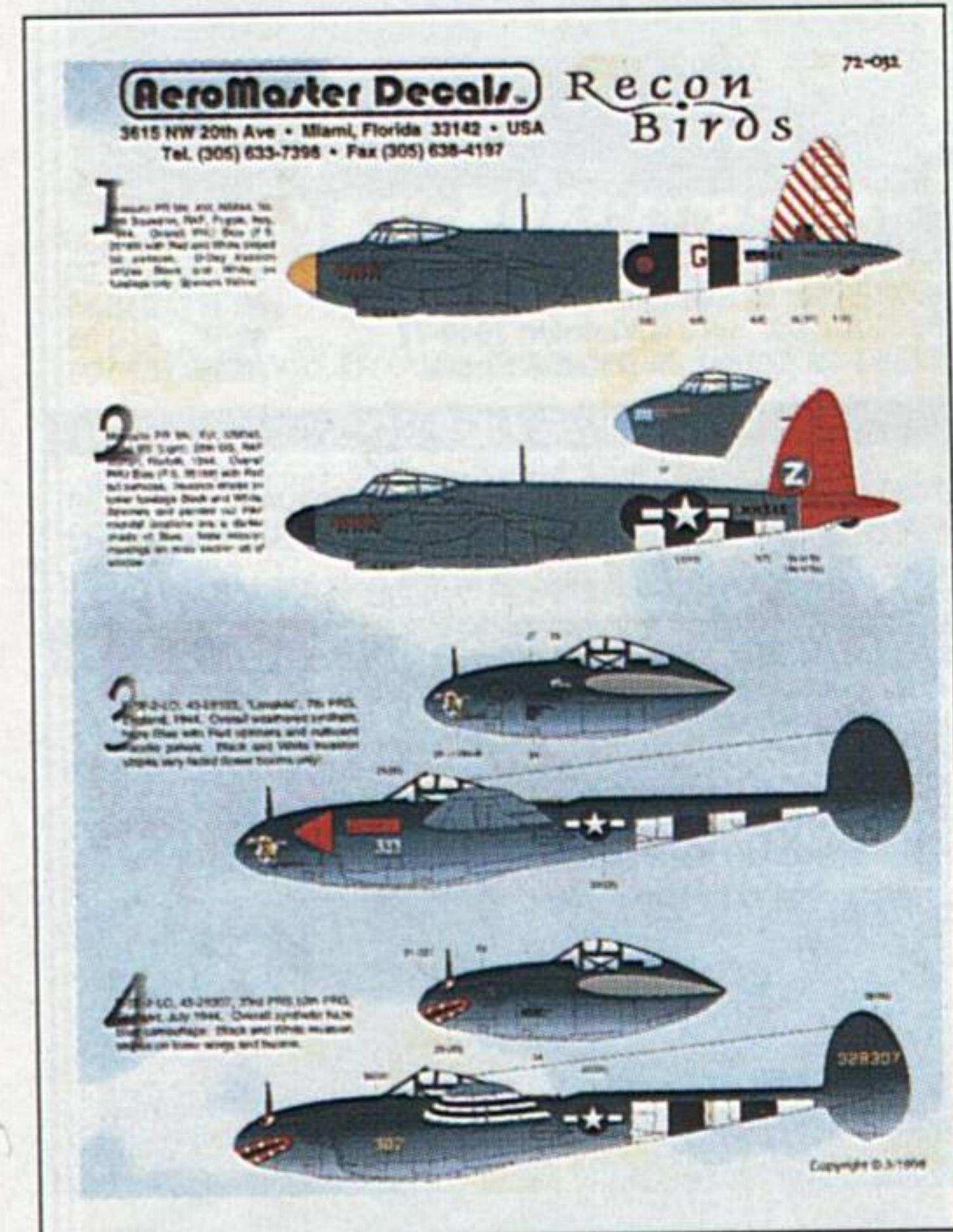
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Latest from AeroMaster

A number of new sheets have been released from this source and have made their way directly to us from the manufacturer. There are three in 1/72nd scale, eleven in 1/48th scale and two new sets of stencils.

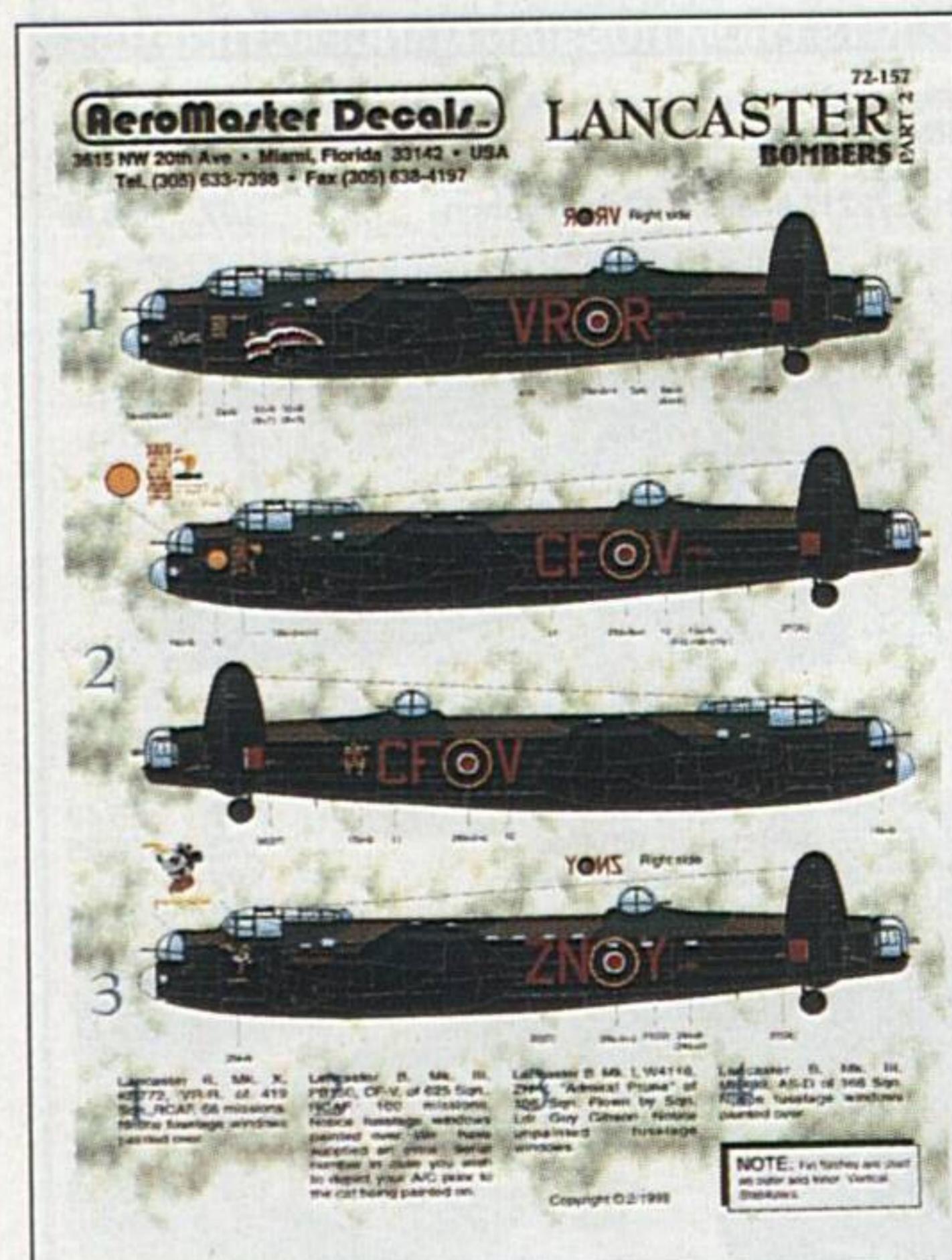


72-032 Recon Birds

1/72nd Scale

72-032 Recon Birds

- 1. De Havilland Mosquito PR Mk XVI, NS644 of No.680 Sqn., based at Foggia, Italy in 1944. This machine is PRU Blue overall with yellow spinners. The black and white invasion stripes are carried around the fuselage and the type has the red and white striped vertical tail painted to stop any confusion between the Mosquito and the Me 210.
- 2. De Havilland Mosquito PR Mk XVI, MM345 of the 653rd Bomber Squadron (BS), 25th Bomber Group (BG) based at RAF Watton in 1944. This machine is PRU Blue overall with the entire tail in red. Invasion stripes are only carried on the bottom of the fuselage and the roundel positions have been over-painted with a darker shade of PRU Blue.



72-157 Lancaster Bombers Pt. II

- 3. F-5E-2-LO, 43-28333 'Lanakila' of the 7th PRG in 1944. This machine is overall Synthetic Haze Blue with red spinners and outboard nacelle panels. The lower edges of both tail booms still have very faded invasion stripes on them.
- 4. F-5E-2-LO, 43-28307 of the 33rd PRS,

10th PRG in 1944. This machine is overall Synthetic Haze Blue with invasion stripes on the lower edges of the tail booms and around each outer wing panel.

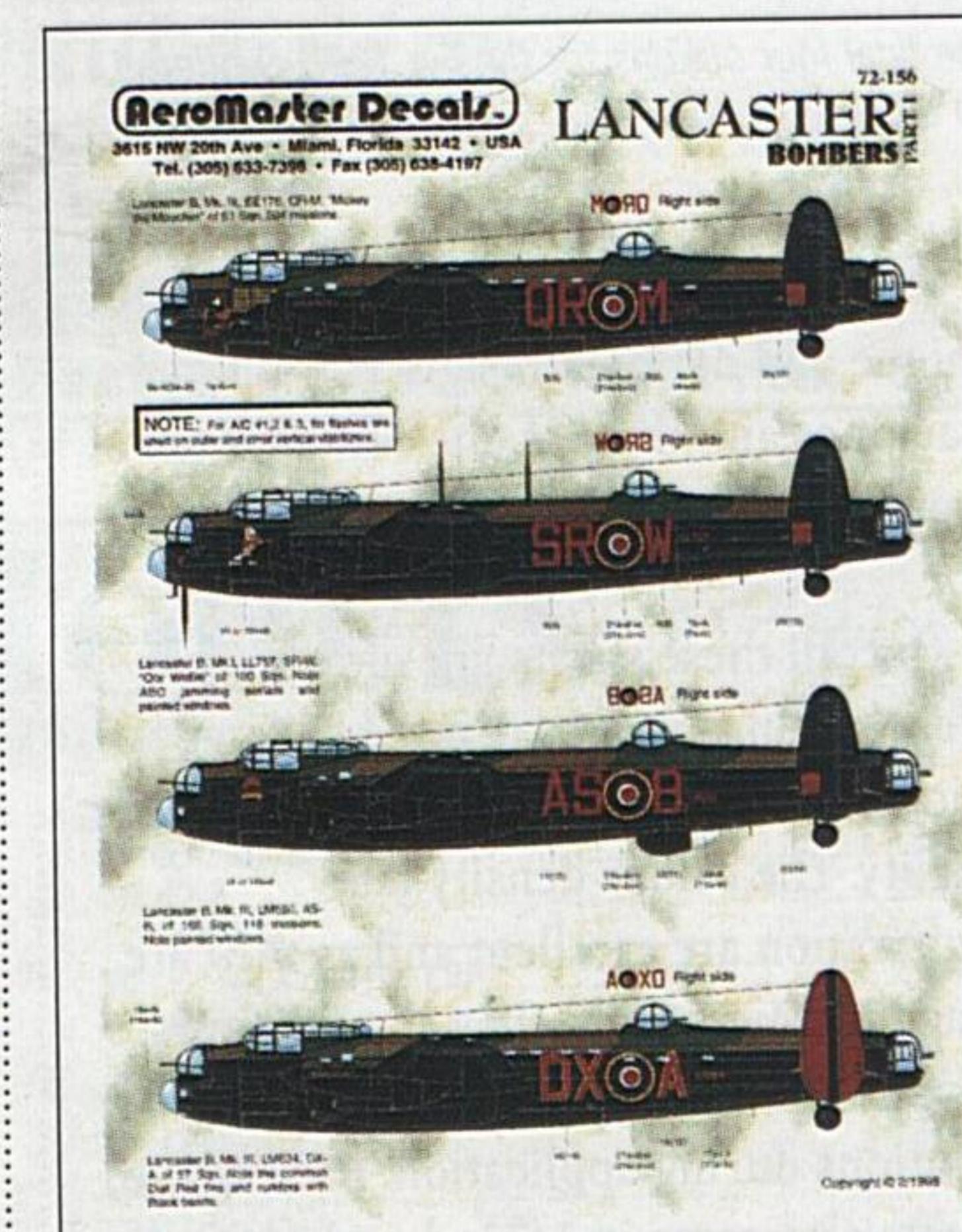
- 5. Spitfire PR Mk I Type E, N3117 of the Photographic Development Unit, RAF Heston in July 1940. This machine is light pink (or white with a very slight pink tinge) overall.
- 6. Spitfire PR Mk IV, BR419 of the Photographic Reconnaissance Unit, RAF Benson in 1942. This machine is PRU Blue overall.

The sheet includes all the unique and national markings for each option, but no stencilling.

Price: £5.99

72-156 Lancaster Bombers Part I

- 1. Lancaster B Mk III, EE176, QR-M, 'Mickey the Moocher' of No.61 Squadron.
- 2. Lancaster B Mk I, LL757, SR-W, 'Oor Wullie' of No.100 Squadron.
- 3. Lancaster B Mk III, LM550, AS-B, of No.166 Squadron.
- 4. Lancaster B Mk III, LM624, DX-A, of No.57 Squadron.



72-156 Lancaster Bombers Pt. I

Each of these options is Dark Green and Dark Earth over Black. The second option has ABC jammer antennas on the fuselage spine, while option three has an H2S scanner and option four has the vertical fins painted in red with a black (vertical) stripe.

The decal sheet includes all the unique markings for each option plus two complete sets of national insignia. No stencilling is included.

Price: £5.99

72-157. Lancaster Bombers Part II

- 1. B Mk X, KB772, VR-R of No.419 Sqn., RCAF.
- 2. B Mk III, PB150, CF-V of No.625 Sqn., RCAF.
- 3. B Mk I, W4118, ZN-Y, 'Admiral Prune' of No.106 Sqn. and flown by Sqn. Ldr. Guy Gibson.
- 4. B Mk III, ME499, AS-D of No.166 Sqn.

All of these options are in the standard Dark Green and Dark Earth over Black scheme. Option one has a sharksmouth on each engine nacelle, while option four has

an H2S radome and the vertical finlets and lower wing tips painted white. The first three options all come with nose art.

The sheet includes the unique markings for each option plus two complete sets of national insignia.

Price: £5.99



48-134 Mitchell Collection Pt. II

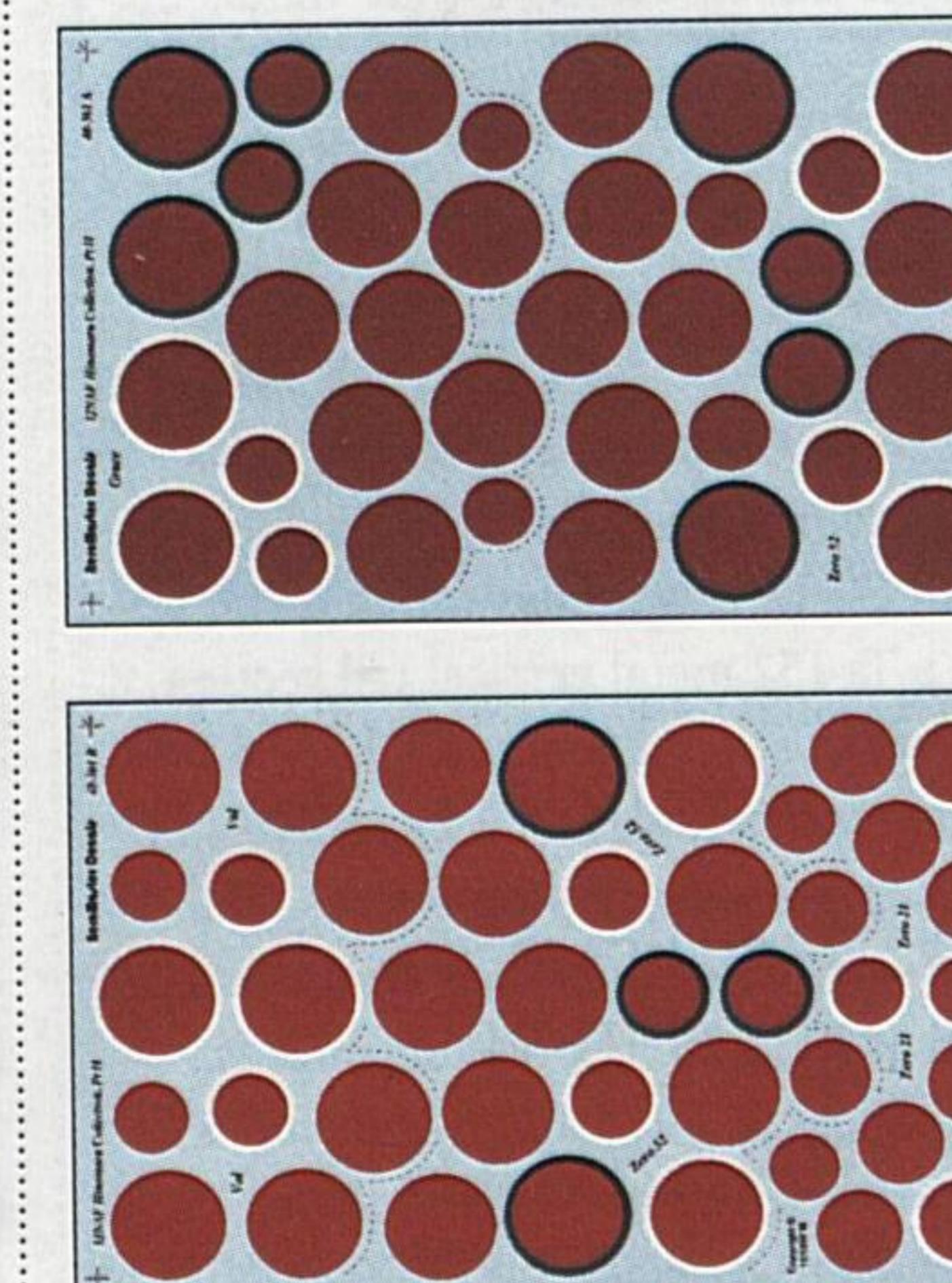
1/48th Scale

48-134 Mitchell Collection Part 2

- 1. B-25J-11, 43-36172 'White Wing' of the 501st BS, 345th BG based at San Marcelino in April 1945. This machine is Olive Drab 41 over Neutral Grey 43 with the engine cowl rings in red.
- 2. B-25J-11, 43-36176 'Miss B Havin' of the 498th BS, 345th BG based at Tacloban in February 1945. This machine is in the same scheme as the previous option, although the engine cowl rings are in yellow.
- 3. B-25J-11, 43-36041 'cactus Kitten' of the 501st BS, 345th BG based at Tacloban in February 1945. This machine is in the same scheme as the first option.

The decal sheet includes the unique markings for each option plus two sets of national insignia. Stencil data panels and propeller manufacturers logos are also included.

Price: £5.99



white and black edged versions.

Price: £8.99

48-368 E.T.O. Mustangs

- 1. P-51D-20-NA, 44-64077, 'Estrellita III' flown by Lt. Curtis Smart of the 385th Fighter Squadron (FS), 364th Fighter Group (FG), 8th Air Force based at Honington in 1945. This machine is natural metal overall with an Olive Drab anti-dazzle panel. The spinner is white, with the forward section of the engine nacelle and canopy framework in blue and white checks.
- 2. P-51D-5-NA, 44-13380, 'Hoo Flung Dung/City of Paris' flown by Maj. Robert McWherter of the 382nd FS, 363rd FG, 9th Air Force based at Staplehurst in June 1944. This machine is natural metal overall with the spinner and engine front in black, an Olive Drab anti-dazzle panel on the upper engine nacelle and invasion stripes around the fuselage and wings.
- 3. P-51D-10-NA, 44-14117, 'Stinky' flown by Lt. Joseph W. Mejaski, 369th FS, 359th FG, 8th Air Force based at East Wretham in September 1944. This machine is in the same overall scheme as the previous option, although the invasion stripes are applied as the black elements only and on the lower fuselage. Theatre bands are carried around the wings and tail-planes.



48-368 E.T.O. Mustangs

- 4. P-51D-10-NA, 44-15134, 'The Bengal Lancer' flown by Lt. Frank Stilwell of the 503rd FS, 339th FG, 8th Air Force, based at Fowlmere in November 1944. This machine is natural metal overall with the rudder in red and the anti-dazzle panel on the upper engine nacelle in Olive Drab. The spinner is white, red, white and the forward engine nacelle is covered in white and red checks.

The decal sheet includes the unique markings for each option, with the checked bands for two of the options, the data panel for each machine and the national insignia for each option.

Price: £5.99

48-372 Storms in the Sky Part VIII (Cardoor Typhoons)

- 1. R7648, US-A 'Farqhar IV' flown by Sqn. Ldr. Cocky Dundas of No.56 Squadron in June 1942. This machine is an early 12-gun version in Dark Green and Ocean Grey over Medium Sea Grey with a Sky spinner and fuselage band. The

48-361 IJNAF Hinomaru Collection Pt. II

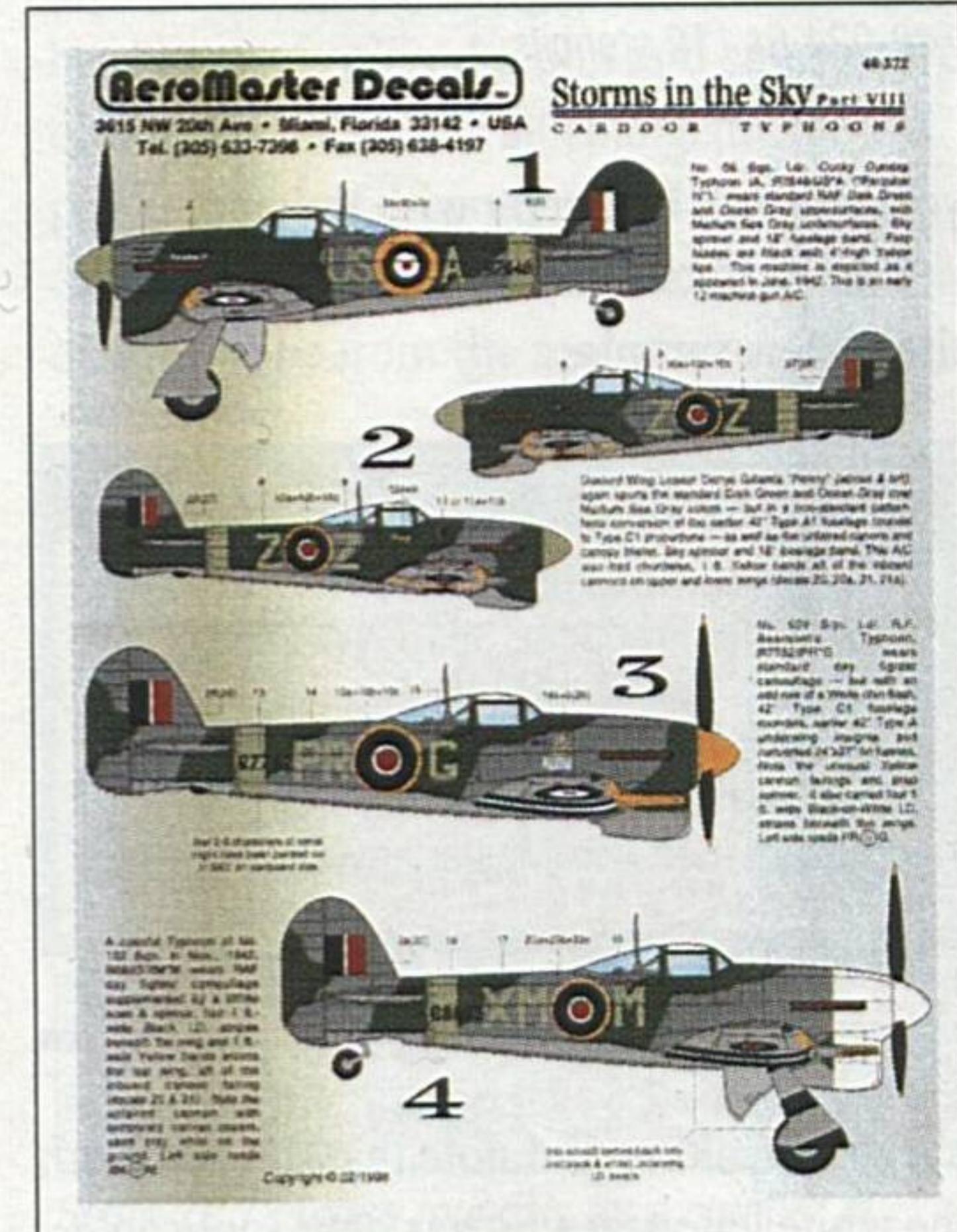
This is a two-sheet set following on from Pt. I and it offers the Hinomarus for the Aichi Grace and Val and the Mitsubishi Type 21 and 52 Zero. Eighty-six images are included on the two sheets and these include plain,

48-361 IJNAF Hinomaru Collection Pt. II

This is a two-sheet set following on from Pt. I and it offers the Hinomarus for the Aichi Grace and Val and the Mitsubishi Type 21 and 52 Zero. Eighty-six images are included on the two sheets and these include plain,

wing leading edges are yellow.

- 2. Z-Z 'Penny' flown by Duxford Wing Leader Denys Gilliam. This machine is in the same scheme as the previous option.

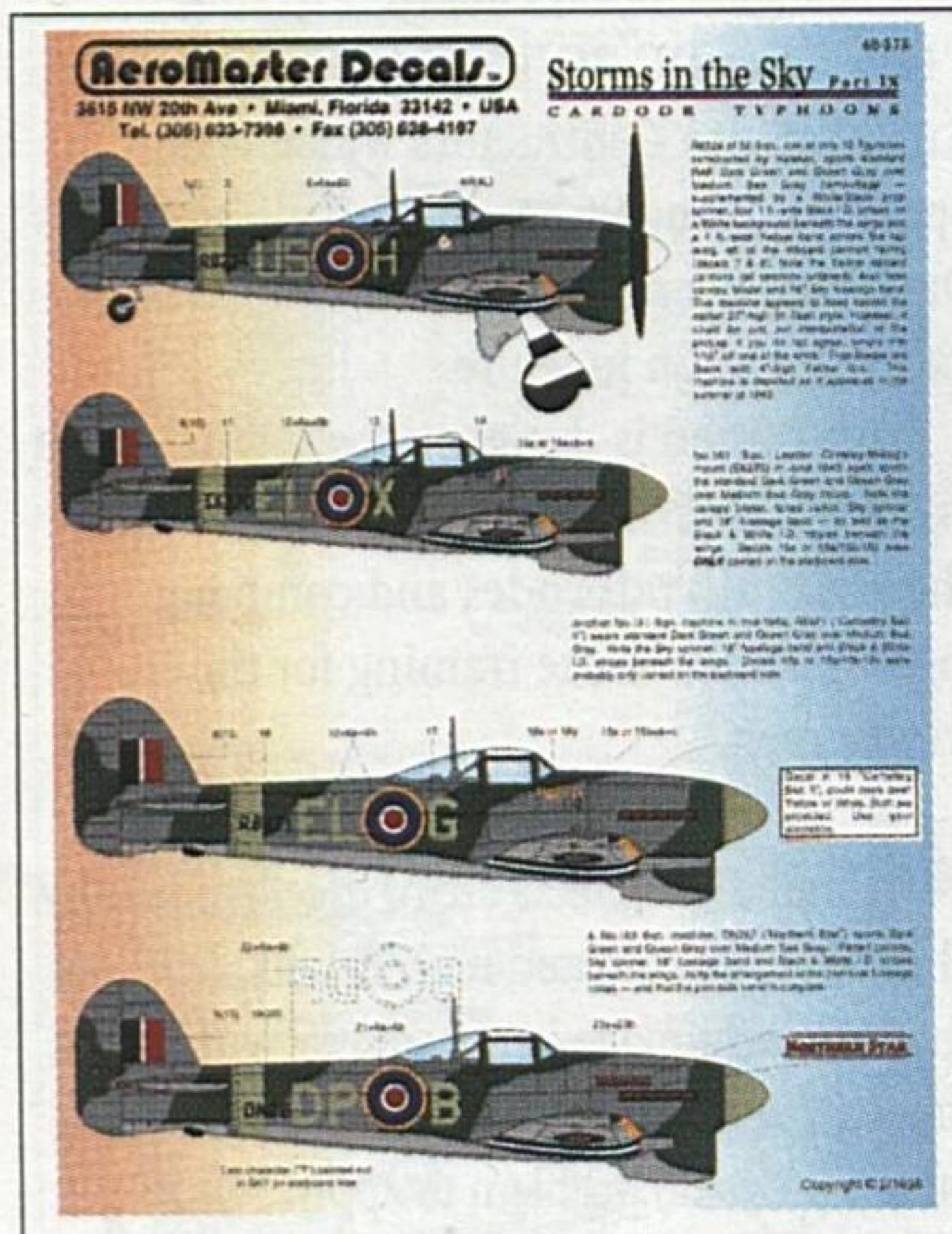


48-372 *Storms in the Sky Pt. VIII*

- 3. R7752, PR-G flown by Sqn. Ldr. R.P. Beaumont of No.619 Squadron. This machine is in the same scheme as the previous option, although it has a rather odd collection of marking types. The aircraft also has four 1' wide black and white ID bands beneath each wing.
- 4. R8893, XM-M of No.182 Squadron in November 1942. This machine is in the same scheme as the first option, although the entire spinner and the extreme of the engine cowl are white. It has 1' wide black ID bands on the lower wing panels and a single yellow band on the upper surface.
- 5. DN406, PR-F 'Mavis' of No.609 Squadron. This machine is in the same scheme as the previous option, although the spinner is sky and red.

The decal sheet includes all the unique markings for each option along with a complete set of national insignia for one option and three sets of yellow wing leading edge markings.

Price: £5.99



48-373 *Storms in the Sky Pt. IX*

48-373 *Storms in the Sky Part IX (Cardoor Typhoons)*

- 1. R8224, US-H of No.56 Squadron.
- 2. EK270, EL-X flown by Sqn. Ldr. Crowley-Milling in June 1943.
- 3. R8871, EL-G, 'Cemetery Bail II' of No.181 Squadron.
- 4. DN267, DP-B, 'Northern Star' of No.193 Squadron

- 5. EK273, JE-DT flown by Sqn. Ldr. Don 'Butch' Taylor of No.195 Squadron.

Each machine is Dark Green and Ocean Grey over Medium Sea Grey with a Sky spinner and fuselage band. Each machine features the yellow wing leading edges and the 1' black ID bands on the lower wings. Option one also has a yellow band on each upper wing panel.

Once again the decal sheet includes the unique markings for each option, plus a set of national insignia.

Price: £5.99

48-374 Takhli Weasels

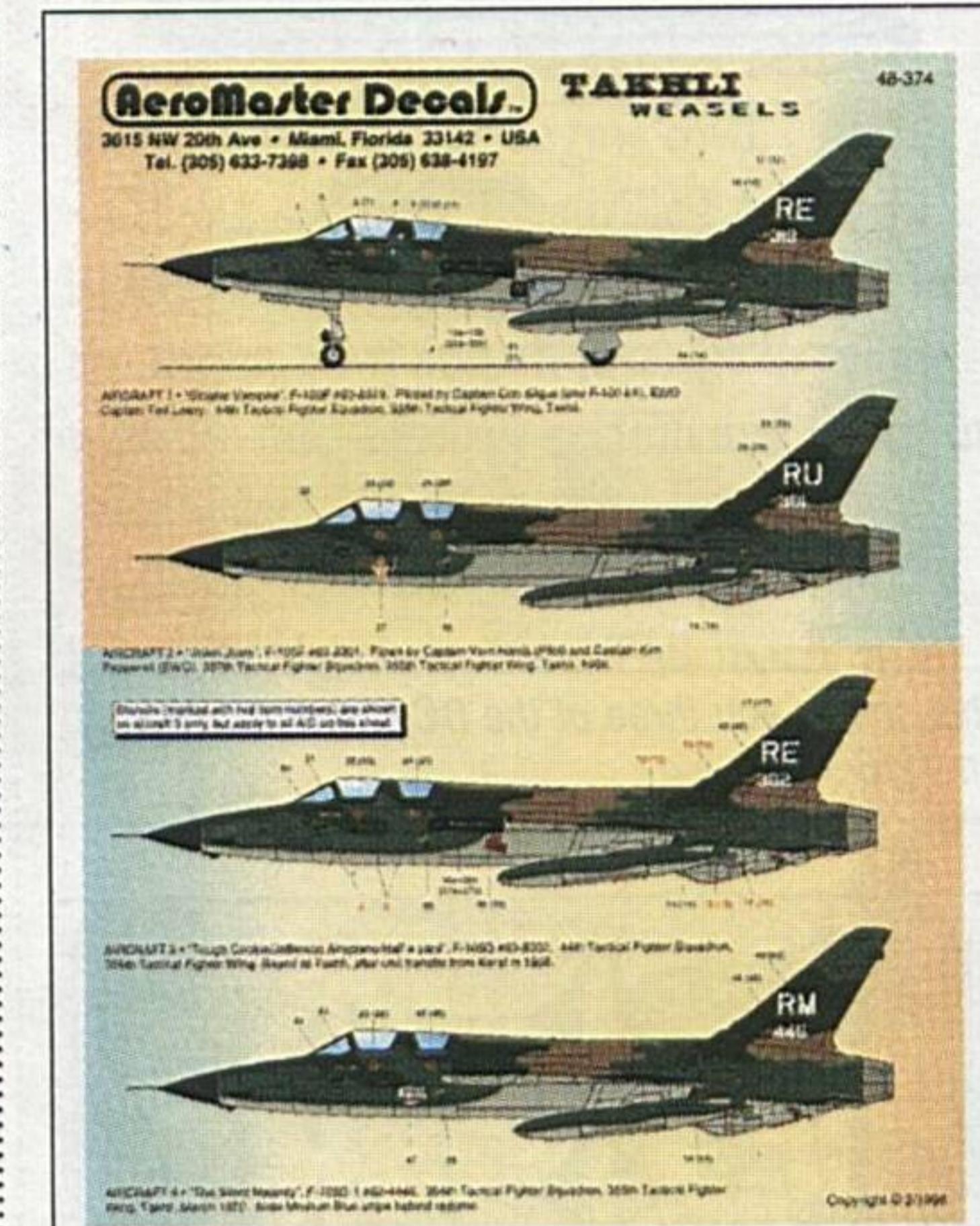
- 1. F-105F, 63-8319, 'Sinister Vampire', flown by Capt. Don Kilgus and Capt. Ted Lowry of the 44th Tactical Fighter Squadron (TFS), 355th Tactical Fighter Wing (TFW) based at Takhli.
- 2. F-105F, 63-8301 flown by Capt. Vern Harris and Capt. Kim Pepperell of the 357th TFS, 355th TFW based at Takhli in 1968.
- 3. F-105G, 63-8302, 'Tough Cookie/Jefferson Aireplane/Half a Yard', of the 44th TFS, 355th TFW based at Takhli in 1968.

• 3. R7752, PR-G flown by Sqn. Ldr. R.P. Beaumont of No.619 Squadron. This machine is in the same scheme as the previous option, although it has a rather odd collection of marking types. The aircraft also has four 1' wide black and white ID bands beneath each wing.

- 4. R8893, XM-M of No.182 Squadron in November 1942. This machine is in the same scheme as the first option, although the entire spinner and the extreme of the engine cowl are white. It has 1' wide black ID bands on the lower wing panels and a single yellow band on the upper surface.
- 5. DN406, PR-F 'Mavis' of No.609 Squadron. This machine is in the same scheme as the previous option, although the spinner is sky and red.

The decal sheet includes all the unique markings for each option along with a complete set of national insignia for one option and three sets of yellow wing leading edge markings.

Price: £5.99



48-374 *Takhli Weasels*

- 4. F-105G-1, 62-4446, 'The Silent Majority', of the 354th TFS, 355th TFW based at Takhli in 1970.

- 5. F-105G-1, 63-8311, 'Sam Fighter', flown by Maj. Bill Scott and Capt. Cliff Gollino of the 354th TFS, 355th TFW based at Takhli in 1970.

Each machine is SEA Tan, Medium Green and Dark Green over Grey.

The sheet includes all the unique markings for each option plus national insignia and stencilling for three machines.

Price: £5.99

48-375 Takhli Thunderchiefs

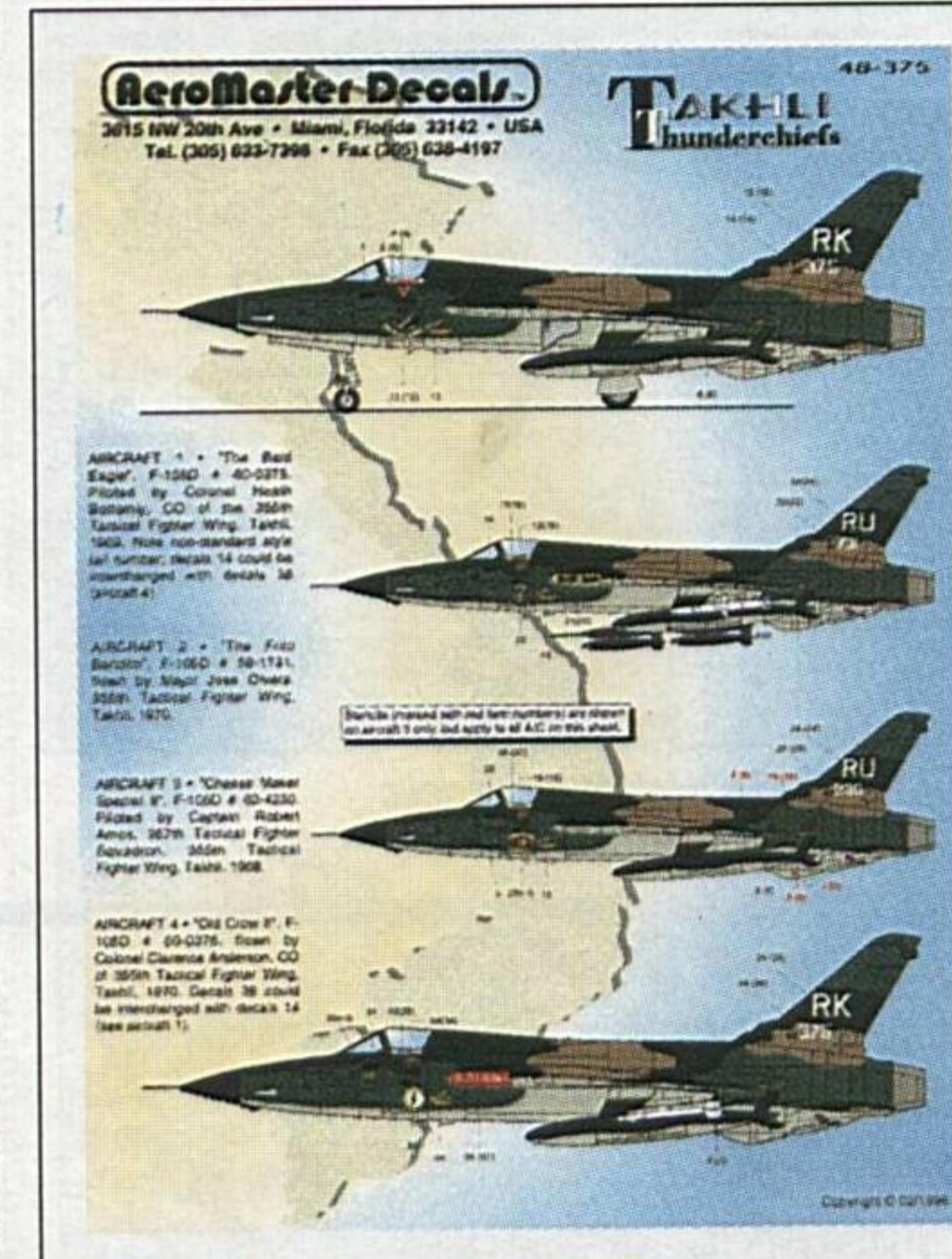
- 1. F-105D 'The Bald Eagle', 60-0375, flown by Col. Heath Bottomly of the 355th TFW based at Takhli in 1969.
- 2. F-105D 'The Frito Bandito', 59-1731, flown by Maj. Jose Olivera of the 355th TFW based at Takhli in 1970.
- 3. F-105D 'Cheese Maker', 62-4230 flown by Capt. Robert Amos of the 357th TFS, 355th TFW based at Takhli in 1968.
- 4. F-105D 'Old Crow II', 60-0375 flown by Col. Clarence Anderson of the 355th TFW based at Takhli in 1970.

Each machine is dark Green, Medium

Green and Tan over Grey.

The decal sheet includes all the unique markings for each option as well as national insignia and stencils for three options.

Price: £5.99



48-375 *Takhli Thunderchiefs*

48-376 Fw 190 Butcher Birds Pt. V

- 1. Fw 190A-8, 'Black 4' flown by Ltn. Viktor Hiermann of 3./JG77 in the autumn of 1944. This machine is RLM 81/82 over 76 with the blue/white/blue RVD bands of JG77 on the aft fuselage and the engine cowling ring and spinner in black. The lower engine cowls are yellow.
- 2. Fw 190A-7 flown by Oblt. Ltn. Wilhelm Krebs the Technical Officer of 1./JG1 in January 1944. This machine is RLM 74/75 over 76 with the red RVD band on the aft fuselage. The lower engine cowling is yellow, while the rest of the cowling is in white and black stripes.
- 3. Fw 190A-6, 'White 7', flown by Maj. Erwin Bacsila of Sturmstaffel 1 based at Dortmund in January 1944. This machine is RLM 74/75 over 76 with black/white/black bands around the aft fuselage and the lower engine cowls in yellow.



48-376 *Fw 190 Butcher Birds Pt. V*

- 4. Fw 190A-8, 'Blue 13', flown by Obst. Ltn. Walther Dahl of JG300 in November 1944. This machine is RLM 74/75 over 76 with the red RVD band on the aft fuselage and the lower engine cowls in yellow. The spinner is blue with a white spiral.
- 5. Fw 190A-7, 'White 20', operated by Sturmstaffel 1 based at Dortmund in

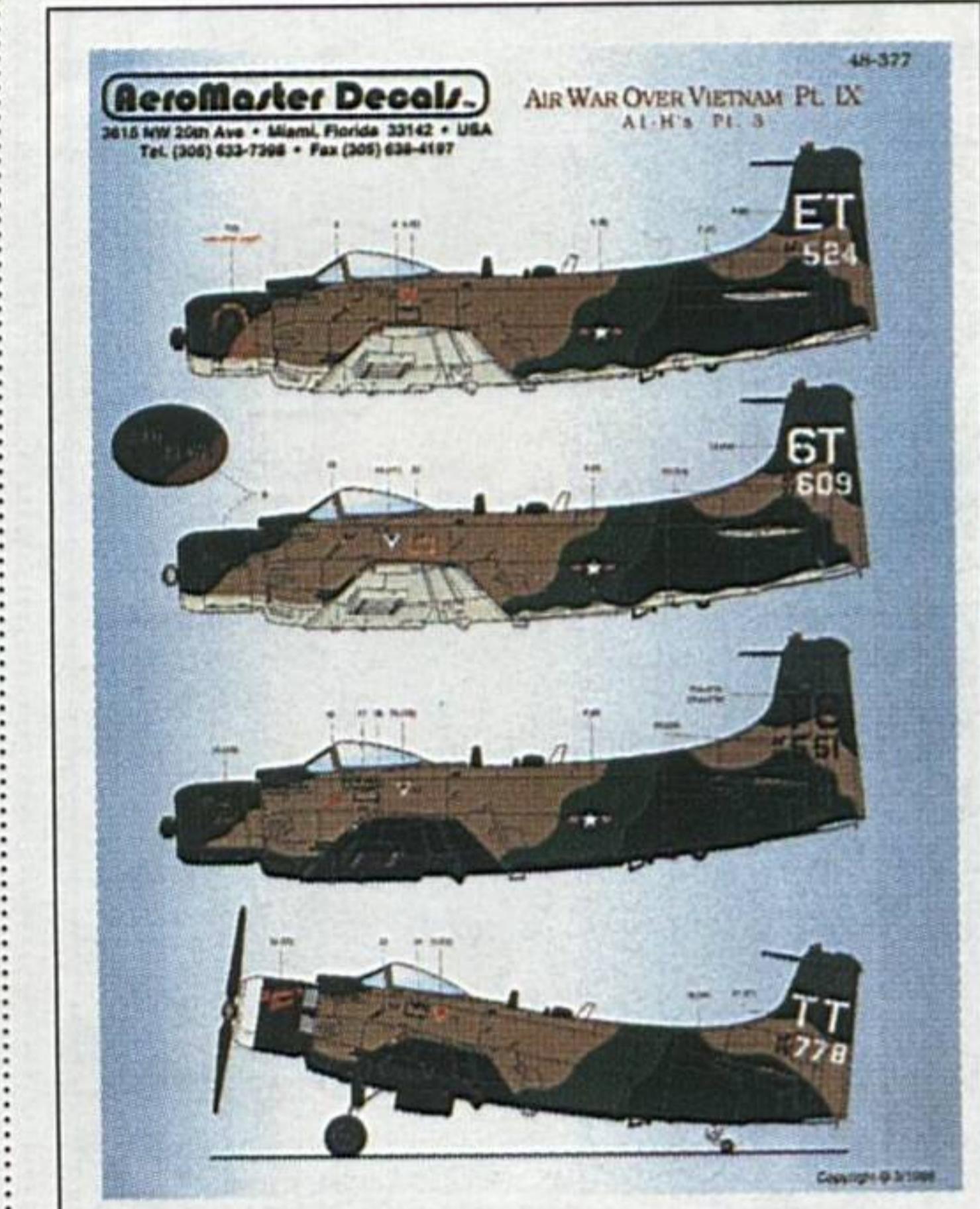
February 1944. This machine is RLM 74/75 over 76 with black/white/black bands around the aft fuselage and the lower engine cowls in yellow.

The decal sheet includes all the unique markings for each option, plus the two styles of RVD bands (blue/white/blue and black/white/black). National insignia for each option are also included as well as swastikas for four options. No stencilling is given.

Price: £5.99

48-377 Air War over Vietnam Pt. IX

- 1. A-1H, 137524, 'Little Annie Fanny' of the 6th Special Operations Squadron (SOS), 14th Special Operations Wing (SOW), based at Pleiku in 1967.
- 2. A-1H, 137609, 'Bad News' of the 6th SOS, 14th SOW, also based at Pleiku, but in 1962.
- 3. A-1H, 134551, 'Cool Fool', flown by Capt. D. Miller of the 1st SOS, 56th SOW, based at Phnom in 1970.
- 4. A-1H, 39778, 'Bubbles 'n Bust', of the 602nd SOS, based at Phnom in March 1970.



48-377 *Air War over Vietnam Pt. IX*

- 5. A-1H, 34609, 'The Good Buddha', of the 1st SOS, 56th SOW, based at Nakhon Phnom in 1968.

Each machine is Dark Gunship Grey, Dark Green and Tan over Light Grey. Option three has black under surfaces and option four has the engine cowling in white.

The decal sheet includes the unique markings for each option and national insignia for three machines.

Price: £5.99

48-380 Hellcat Aces

- 1. F6F-3, BuNo. 08926, 'White 37', flown by Lt. (j.g.) Eugene R. Hanks of VF-16 on USS Lexington in 1943.
- 2. F6F-5, 'White 99', flown by Cmdr. Theodore Huge Winters of VF-19 on USS Lexington in 1944.
- 3. F6F-3, BuNo. 40090, 'White 9', flown by Lt. William Crawford Moseley of VF-1 on USS Yorktown in 1944.
- 4. F6F-3, 'White 7', BuNo. 04789, flown by Lt. (j.g.) Hamilton McWhorter of VF-9 on USS Essex in 1943.
- 5. F6G-5, 'White 30' BuNo. 70680, flown by Lt. (j.g.) Blake Moranville of VF-11 on USS Hornet in 1945.

48-373 *Storms in the Sky Part IX (Cardoor Typhoons)*

- 1. R8224, US-H of No.56 Squadron.
- 2. EK270, EL-X flown by Sqn. Ldr. Crowley-Milling in June 1943.
- 3. R8871, EL-G, 'Cemetery Bail II' of No.181 Squadron.
- 4. DN267, DP-B, 'Northern Star' of No.193 Squadron

Each machine is dark Green, Medium

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Contents

Volume 4 Issue 7

Scale AVIATION Modeller International

Editorial

The feedback I received about the last edition proved that the increase in colour in the magazine was appreciated. It makes the production of this title much easier if you do not have to consider what is in colour and what is mono, so in future the layout of the title will not be restricted by the colour separation. The next stage in our development will come in the next few months, but I will keep quite at present, as I do not want to let too much slip... yet!

Once again I would like to ask for article contributors to our title, as I would like to increase the number of contributors we have as this allows the greatest coverage possible. If you would like to know

more about what is involved, drop me a line at the editorial address. I would once again like to ask all vehicle (car, truck and bike) modellers to get in touch with me to assist me with a project I am currently working on.

Well, I will sign off now until next month, as the tiling in the kitchen is calling me, along with all the painting. It's a real shame that my wife didn't appreciate my RLM 81/83 mottle over 76 for the kitchen.... I thought it was great!

Richard A. Franks
Editor

News & Reviews

404... News Update

News from around the modelling globe

408... Previews

An initial look at the kits we have received for review

410... Reviews

Some of the latest kits, built by the Review Team



418... Accessories

Some of the most recent products from Dekno, Precision Replicas, Invicta, 12 Squared, Gaso Line, Van's Scale Models, TAC Scale Dynamics, Aeroclub, Pacific Monograph, PART and Kazan

427... Decals

The latest sheets from AeroMaster, EagleCals, Cloud Master and the return of Carpéna

446... Re-issue Reviews

A look at some recently re-issued kits from Revell®, Tamiya, Emhar, Italeri and Modelist

456... Advanced Preview

We take a quick look at the new 1/48th scale Junkers Ju 88A-4 from Revell®

Regulars

458... The Bookshelf - including News Update

460... Clubs & Societies

461... Forthcoming Events & Events Diary

461... Readers' Classified Advertisements



Cover: Nakajima Jini 'Gekko' built by Richard A. Franks. See page 454.

Features



434... Red Star of Moscow

Richard J. Caruana takes a look at the classic MiG-3 Russian fighter and includes scale plans and high quality colour artwork

440... Show Report

Robert Day reports from the Southern Expo

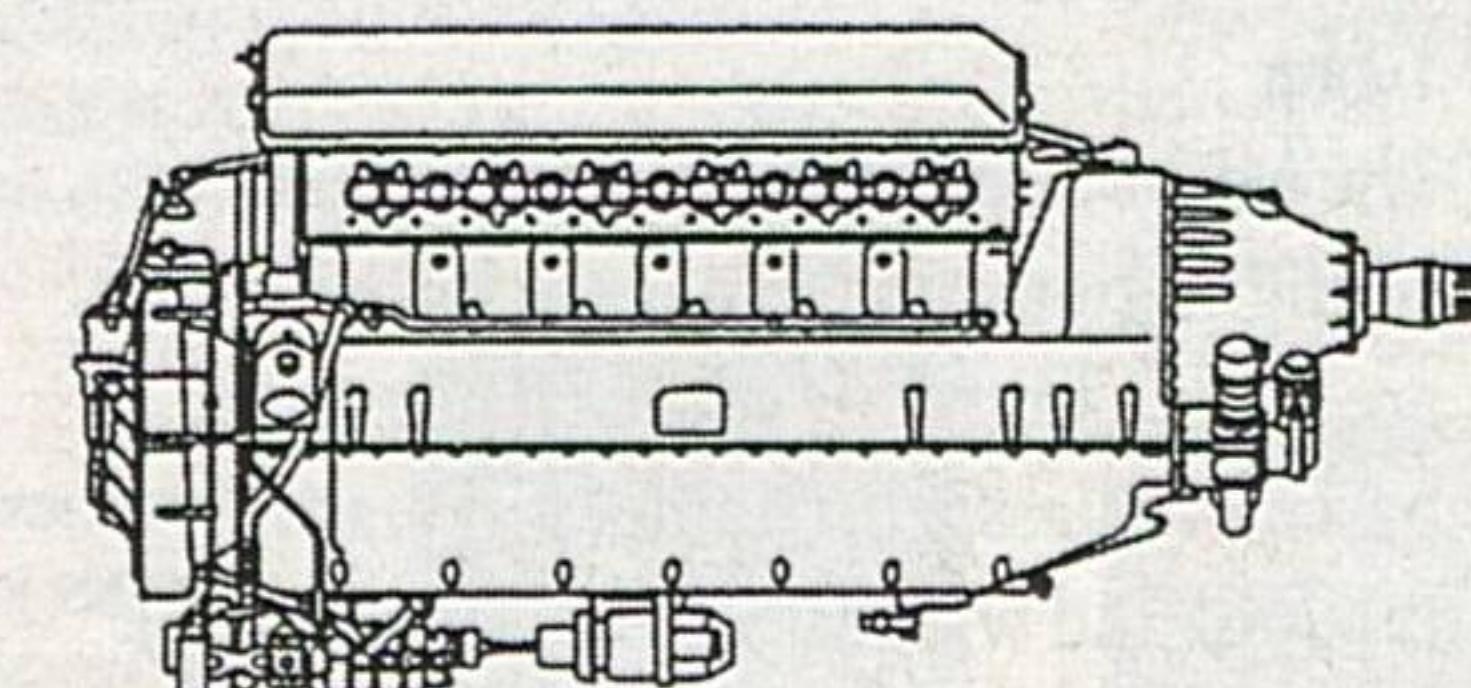


442... Emperor's Wings

Part 8 - Peter Fearis continues his series with a look at the 'Flying Dragon' (Mitsubishi Ki-67 Hiryu)

449... Show Report

Robert Day reports from the East Midlands Model Show



452... Aeroplanatomy

Harry Woodman offers some additional information on the MiG-3 to compliment Richard J. Caruana's feature



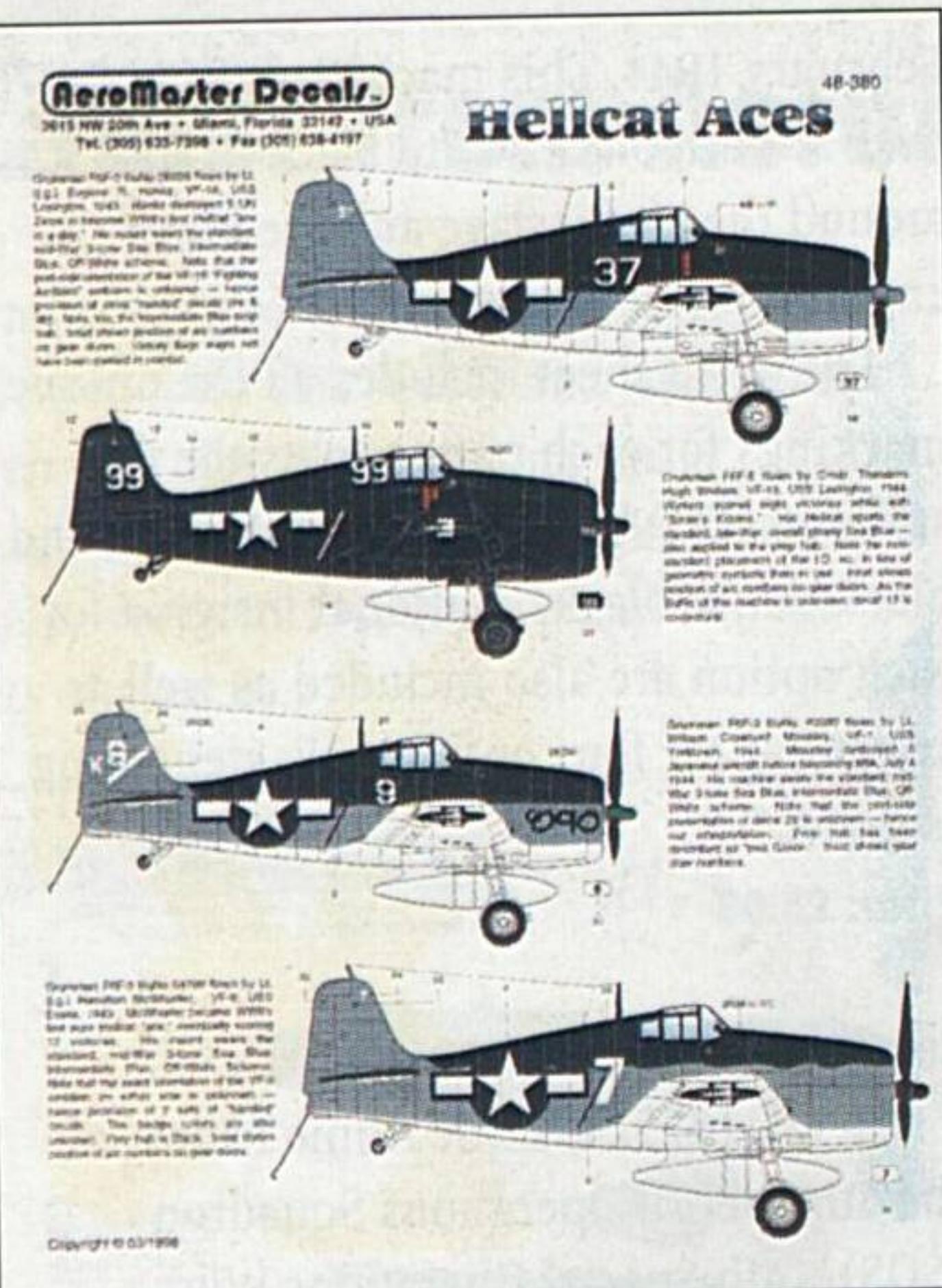
454... Quick Build 1

Richard A. Franks builds the excellent 1/48th scale Nakajima J1N1 Gekko from Arba Productions



457... Colour & Marking Notepad

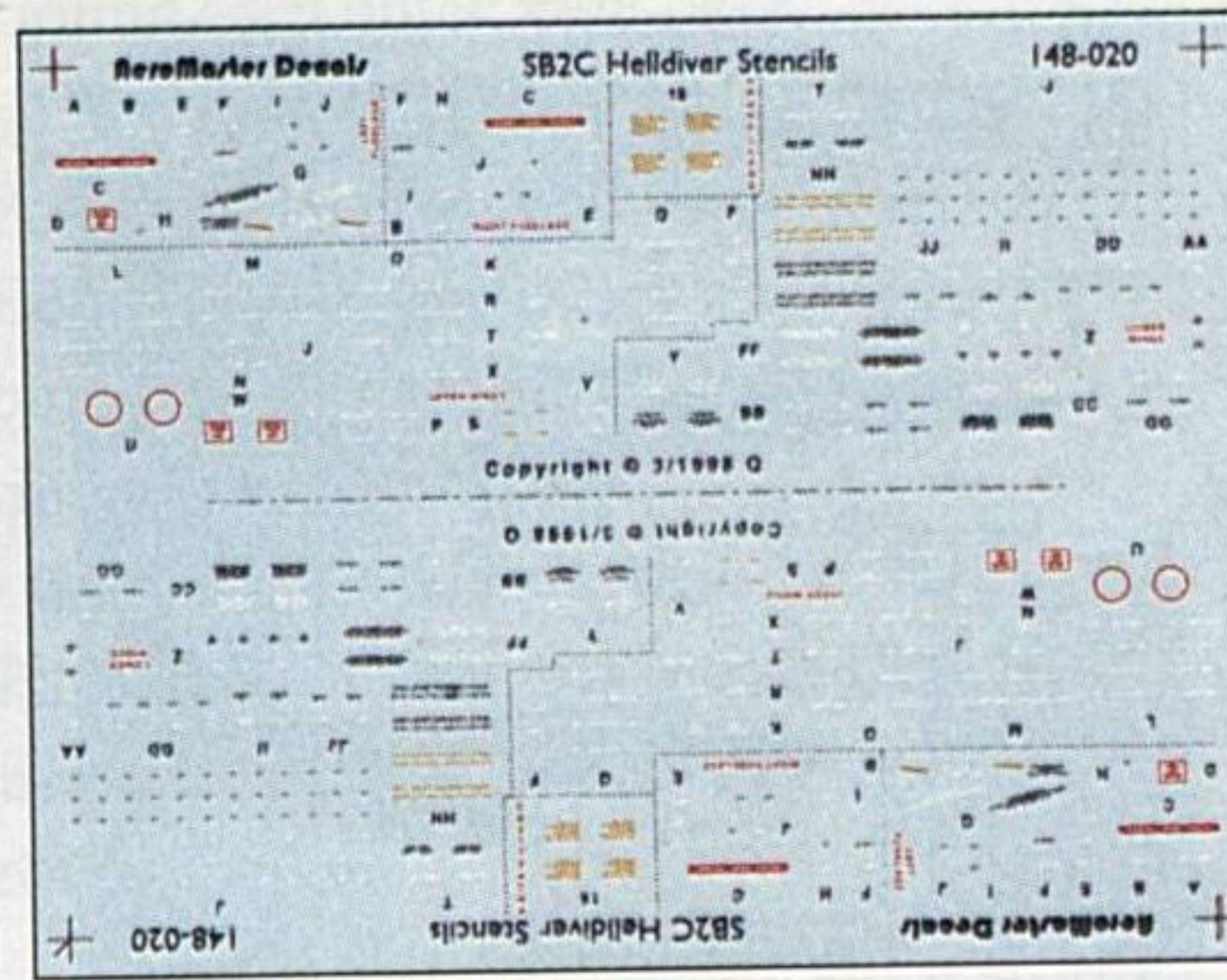
Another selection of photographs from the files of Michael Payne



48-380 Hellcat Aces

Options one, three and four are in the Sea Blue, Intermediate Blue and Off-White scheme, while options two and five are Glossy Sea Blue overall.

The decal sheet includes unique markings for each option, plus a set of national



148-020 SB2C Helldiver stencils

insignia for each type of colour scheme.

Price: £5.99

148-020 SB2C Helldiver Stencils

This half-sized sheet includes two complete sets of stencilling for the Curtiss Helldiver.

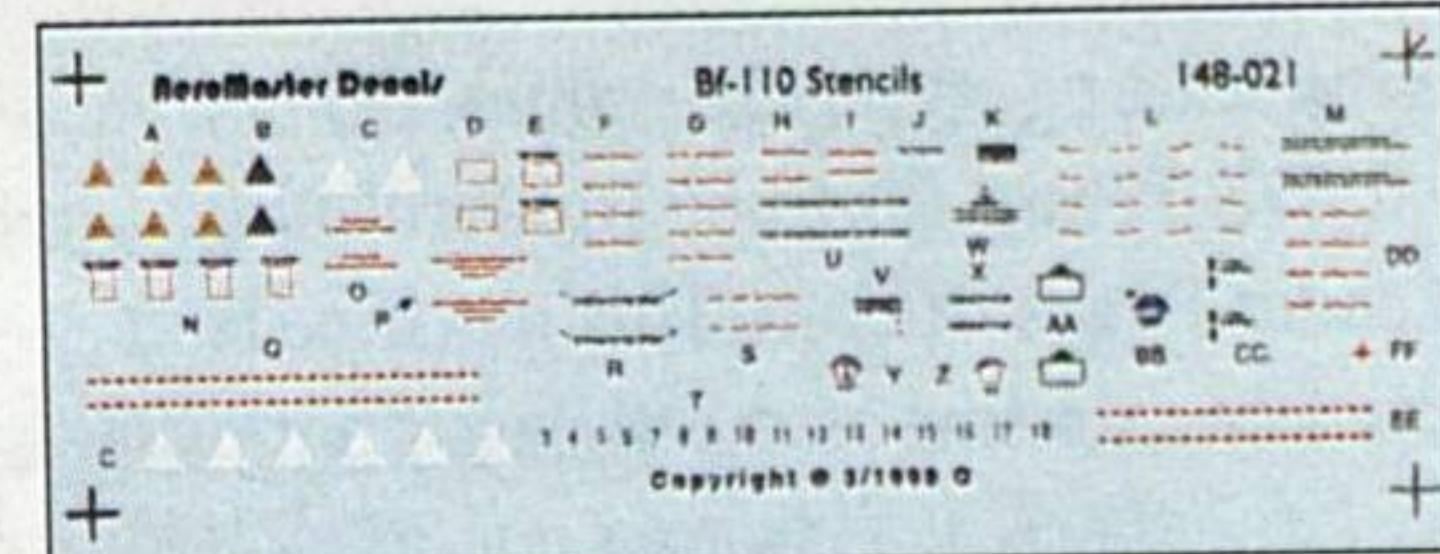
Price: £2.79

148-021 Messerschmitt Bf 110 Stencils

This set comprises two 1/4-sized sheets which offer two complete sets of stencilling for the Messerschmitt Bf 110.

Price: £1.99

Overall, all of these sheets are up to the usual high standards we have all come to expect from this source and I am sure that if the subject and scales are of interest to



148-021 Bf 110 stencils

you, you will be happy with them.

Our thanks to AeroMaster Products for the review samples.

Information

Worldwide Enquiries:

AeroMaster Products, 3615 NW 20th Ave., Miami, FL 33142, USA

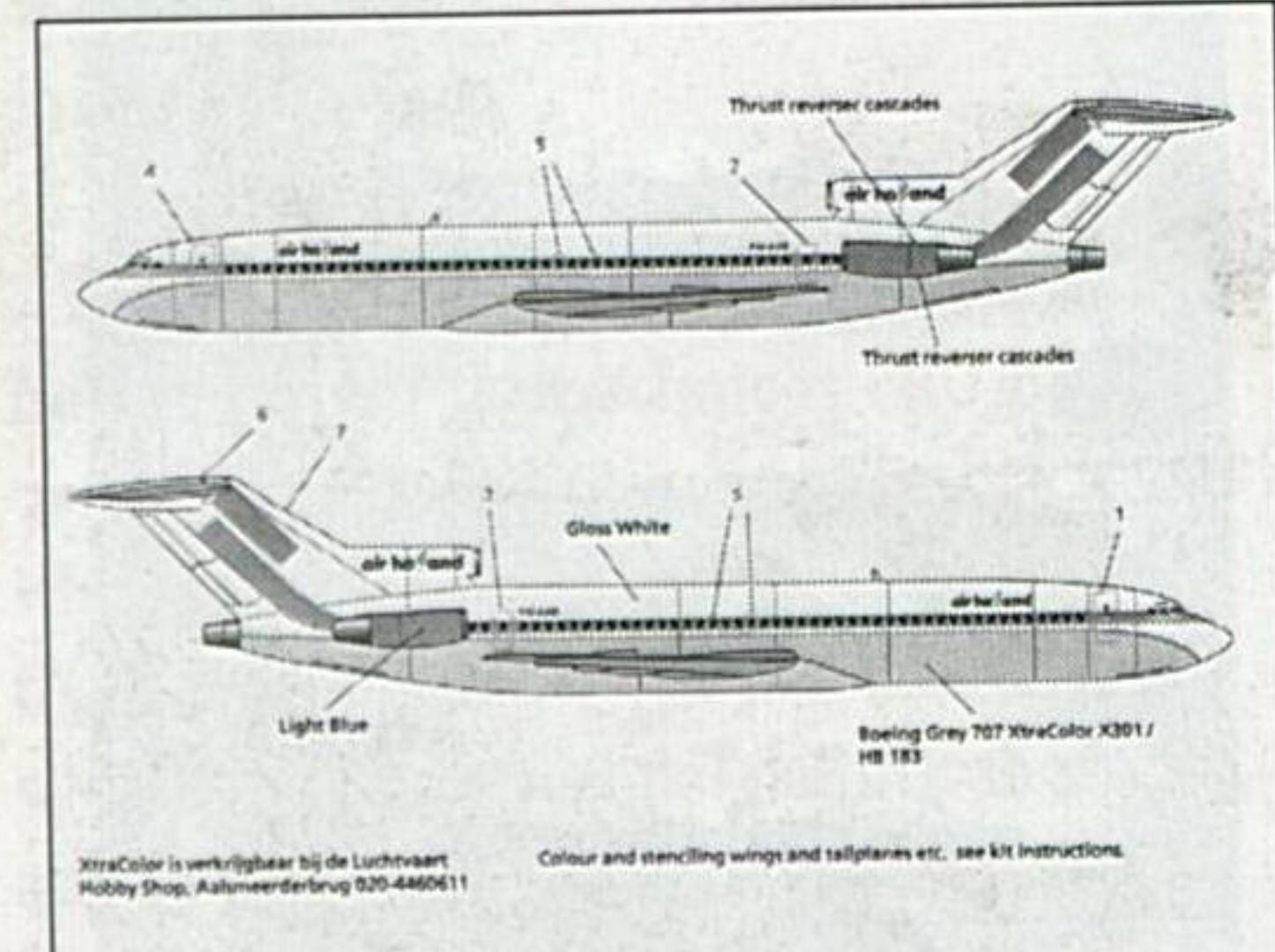
Tel: (305) 633-7398 Fax: (305) 638 4197

UK Importer:

Hannants (See AeroMaster advert elsewhere)

Latest from Cloud Master

The Dutch source of Cloud Master (Dutch Decals) have recently released a couple of new airliner sheets in both 1/144th and 1/72nd scale and samples of these have made their way to us directly from the manufacturer.



This is the option available on sheet 144/7

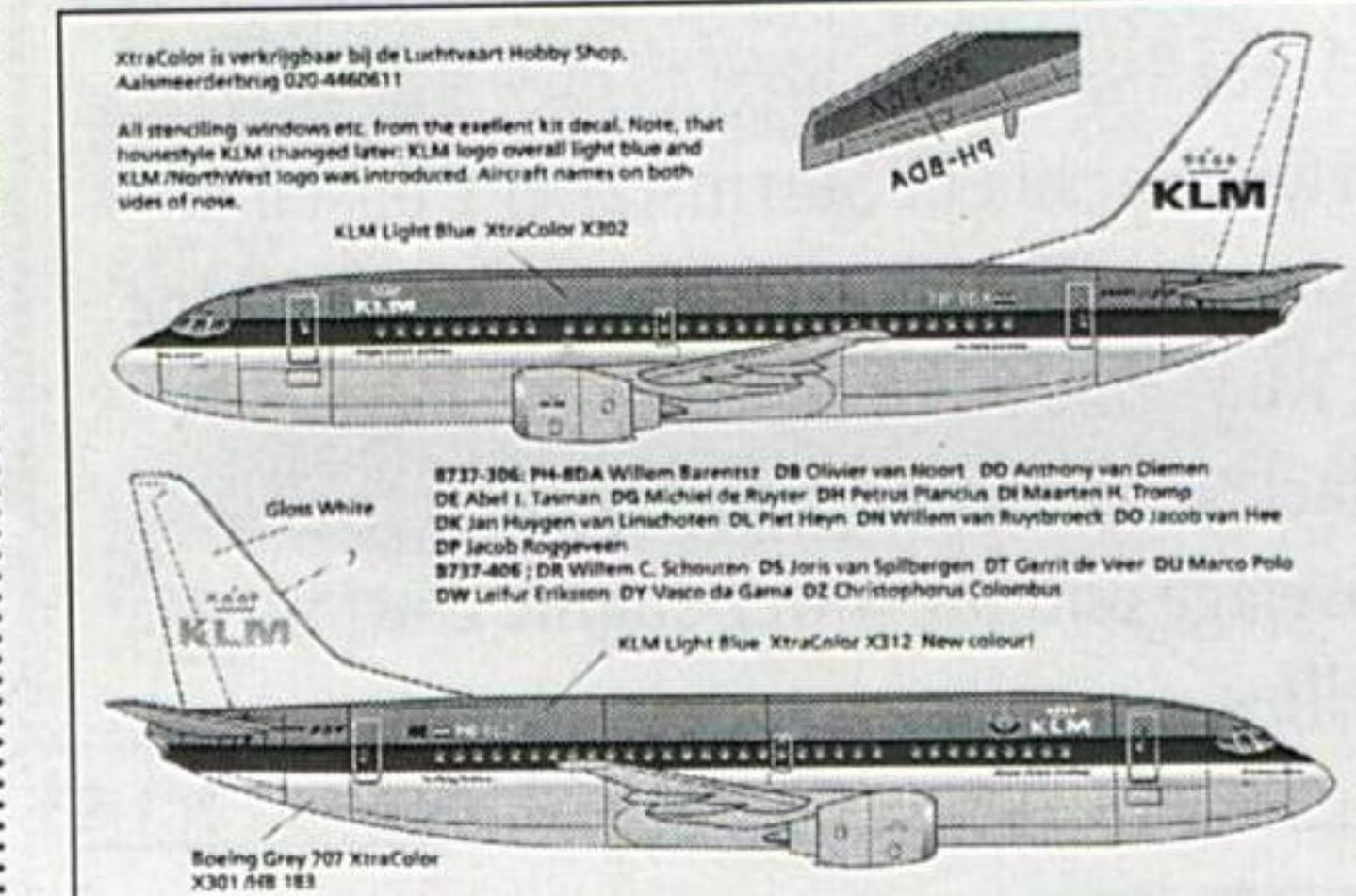
PH-BDO 'Jacob van Hee'
PH-BDP 'Jacob Roggeveen'

Boeing B737-406

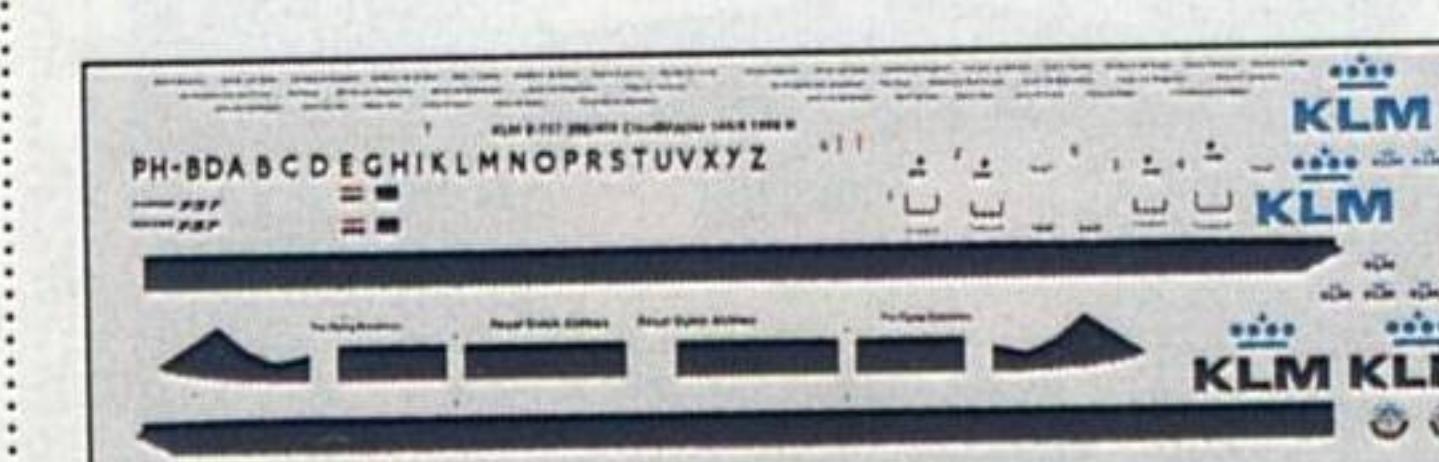
PH-BDR 'Willem C. Schouten'
PH-BDS Joris van Spilbergen
PH-BDT 'Gerrit de Veer'
PH-BDU 'Marco Polo'
PH-BDW 'Leifur Eriksson'
PH-BDY 'Vasco da Gama'

PH-BDZ 'Christophorus Columbus'

The decal sheet contains the cheatlines, KLM logos and markings for one option, as well as the names of each of the above listed machines. The registration is only supplied as one complete set with all the individual letters to make it into any of those listed above.



This shows the overall scheme applied to the B737 which is covered on sheet 144/8



This is the decal sheet for 144/8

1/144th Scale

144/7. Air Holland B727-2H3

• 1. B727-2H3, PH-AHB of Air Holland. This aircraft is Gloss White on the upper fuselage and Boeing Grey 707 on the lower fuselage. The engine pods and wings are Light Blue.

The decal sheet includes all the unique markings for this machine as well as the fuselage cheatlines, red and blue tail stripes and windows.

144/8 KLM Royal Dutch Airlines B737-306/406

This sheet is designed for the Skyline kit and it offers markings for all of the 306/406 series operated by KLM. The machines therefore offered are:

Boeing B737-306

PH-BDA 'William Barentsz'

PH-BDB 'Olivier van Noort'

PH-BDD 'Anthony van Diemen'

PH-BDE 'Abel J. Tasman'

PH-BDG 'Michiel de Ruyter'

PH-BDH 'Petrus Plancius'

PH-BDK 'Jan Huygen van Linschoten'

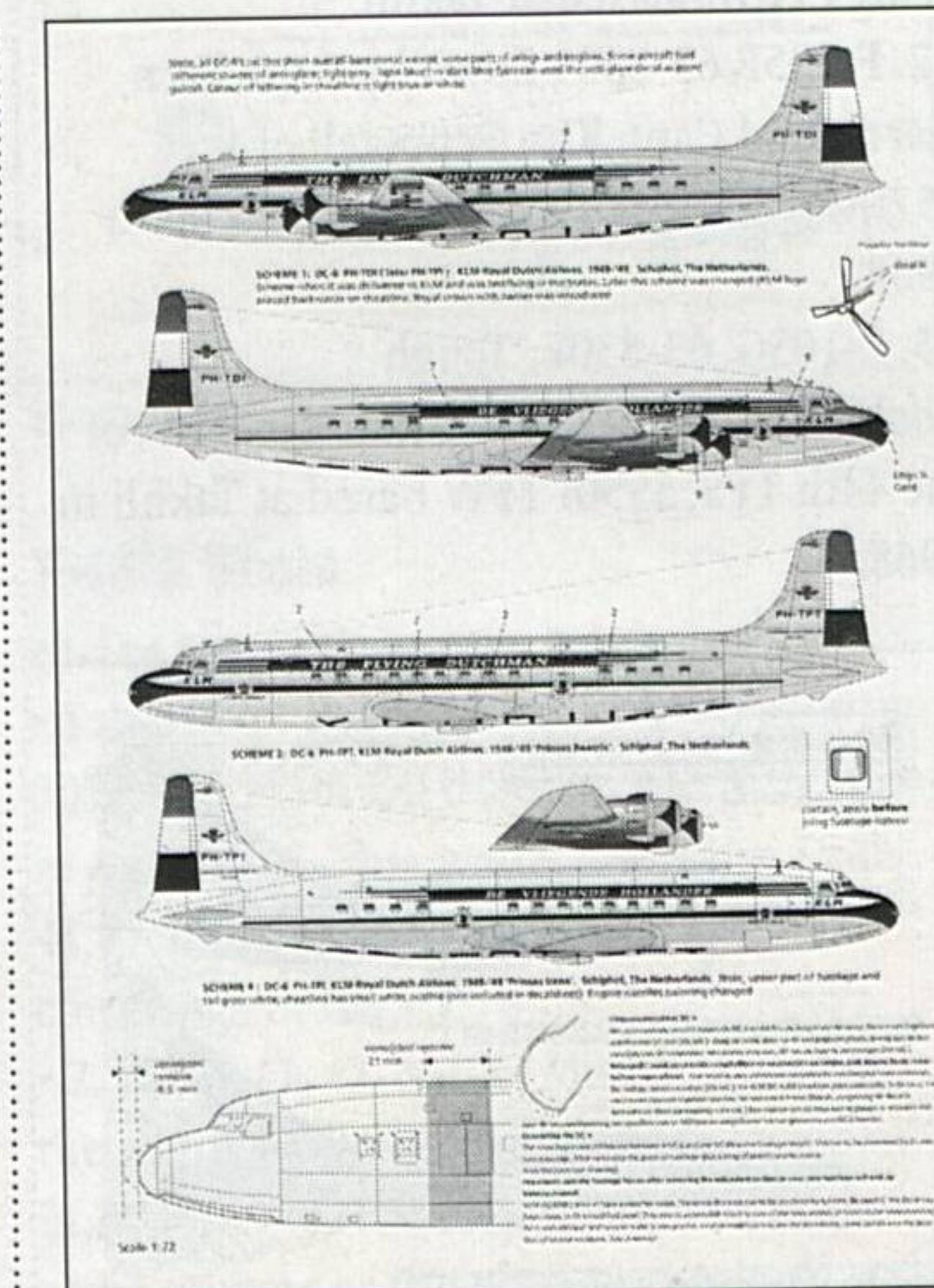
PH-BDL 'Piet Heyn'

PH-BDN 'William van Ruysbroek'

1/72nd Scale

72/6 KLM DC-6 (early scheme)

- 1. DC-6, PH-TDI (later PH-TPI) of KLM based at Schiphol in 1948-9. This machine is in the scheme applied for delivery to KLM and as seen when the machine was test flown in the USA. It is natural metal overall with the striped rudder and dark blue cheatlines down the fuselage and on each engine nacelle.
- 2. DC-6, PH-TPT, 'Prinses Beatrix' of KLM based at Schiphol in 1948-9. This machine is in the same overall scheme as the previous option although the royal crown has been inserted into the fuselage cheatline and there are areas of the wing



This shows you three of the DC-6 options offered on 72/6



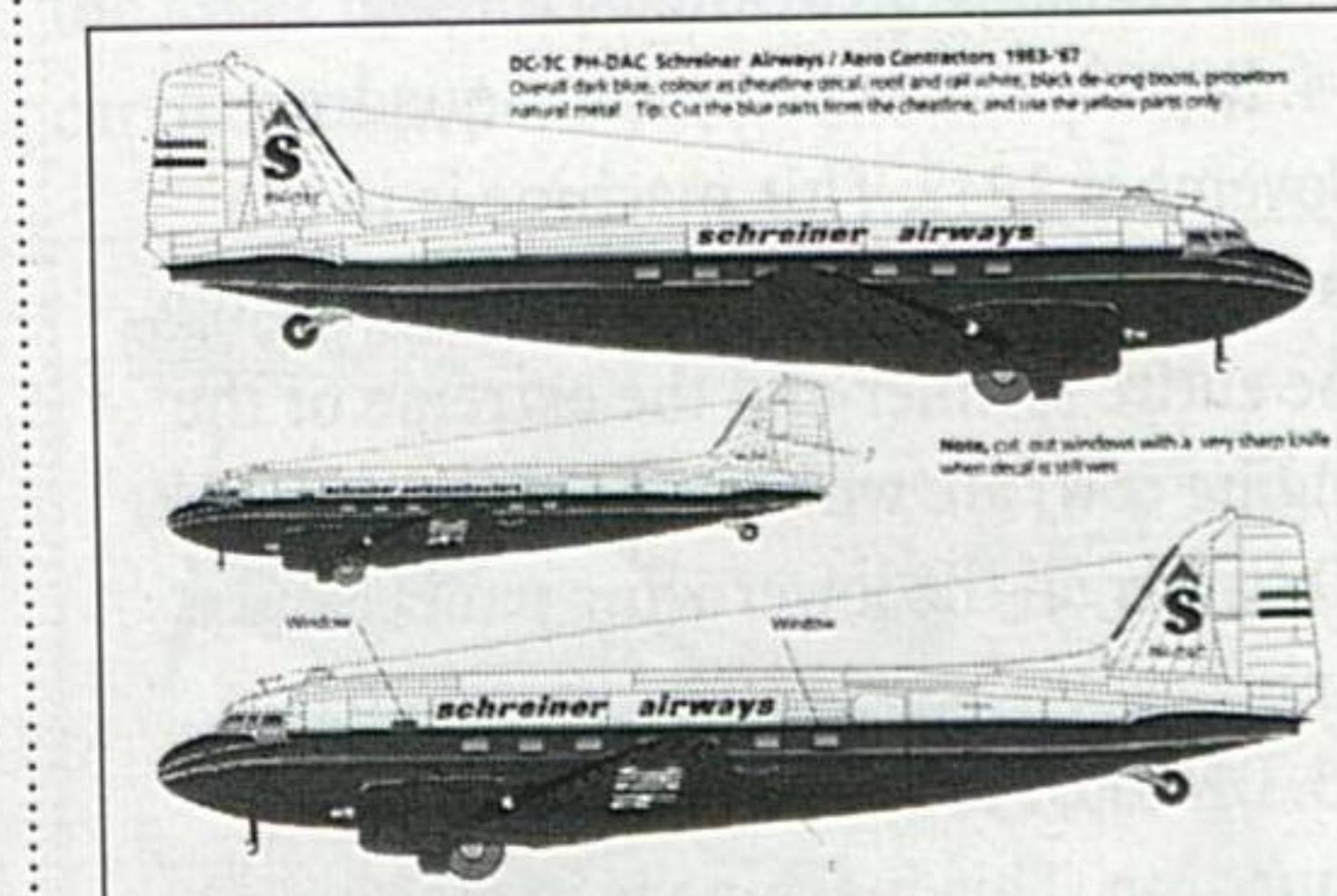
This is the large decal sheet with 72/6

which are painted grey.

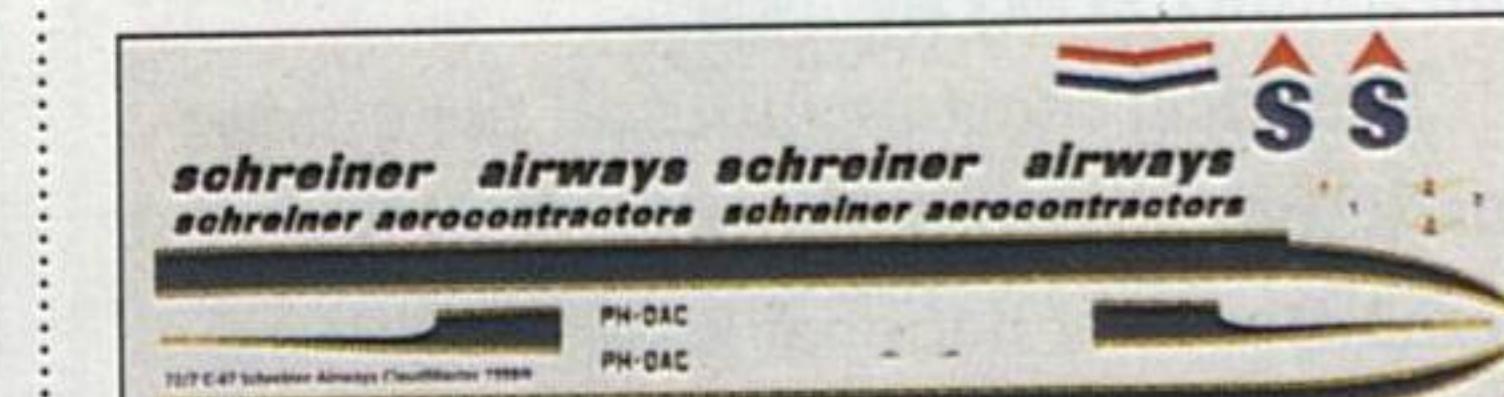
- 3. DC-6, PH-TPP, 'Prinses Margriet' based at Schiphol in 1948-9. Once again this machine is bare metal overall, with grey panels on the wings but it also has the upper fuselage decking and the lettering on the cheatlines done in white.
- 4. DC-6, PH-TPI, 'Prinses Irene' based at Schiphol in 1948-9. This machine is bare metal on the lower fuselage and parts of the wings but the entire upper fuselage and vertical fin are white.

The decal sheet includes the unique markings for each option plus a set of

cheatlines, although I note that they are with the white lettering which is only applicable to the third and fourth options. One aircraft can be built from this sheet and a nice touch is the inclusion of the blue curtains as decals, so you can apply them inside the fuselage prior to assembly. Some conversion of the Heller kit will be required and the instructions do include diagrams and measurements to allow you to achieve this.



This is the DC-3C covered on sheet 72/7



This is the decal sheet for 72/7

72/7 Schreiner Airways DC-3C

- 1. Douglas DC-3C, PH-DAC of Schreiner Airways/Aero Contractors which was operated from 1962 to 1967. This aircraft is Dark Blue overall with the upper fuselage and vertical fin in white.

This option is designed for the Italeri kit and the decal sheet includes the fuselage cheatline, aircraft codes and company logos, plus the white framing for the windscreens.

Overall these sheets are of excellent quality. The colour density and registration were spot on and each image is very glossy with only a small amount of excess carrier film, so they should prove no problem to apply.

Our thanks to Cloud Master for the review samples.

Information

Worldwide Enquiries:

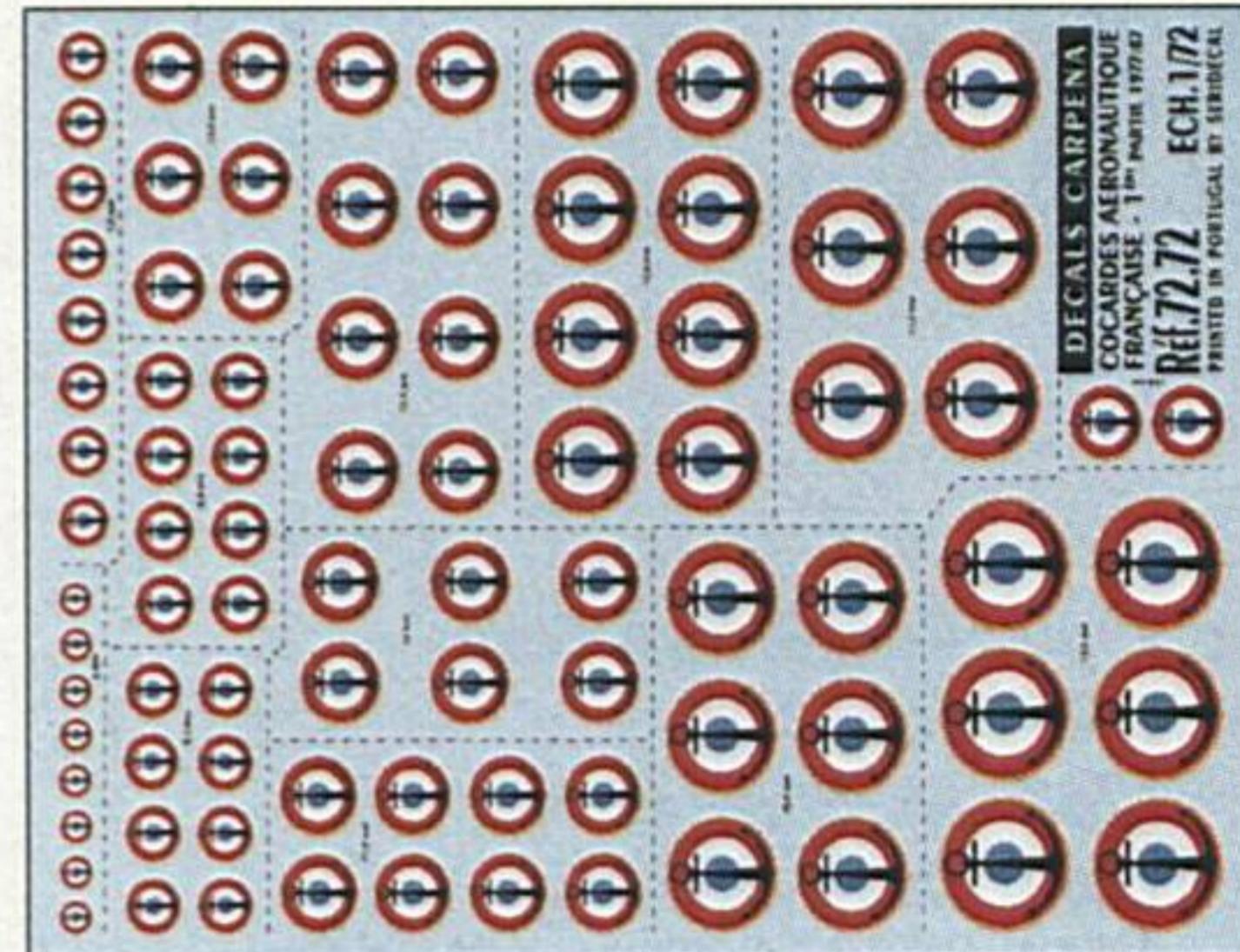
Cloud Master, Dutch Decals, Kerstraat 2, 2471 AP Zwammerdam, The Netherlands. Tel/Fax: 0031 0 172 615372

UK Source:

Hannants (See AeroMaster advert)

Carpéna Returns

The name of Carpéna is well established in the decal world, although of late the range has been out of production and stocks have diminished. This has all changed, production has recommenced and four of the latest sheets have made their way directly to us from the manufacturer.



Sheet 72.72 offers roundels for a number of French Naval subjects

1/72nd Scale

72.72 'Cocardes Aéronautique Française' - Part 1 (1977/87)

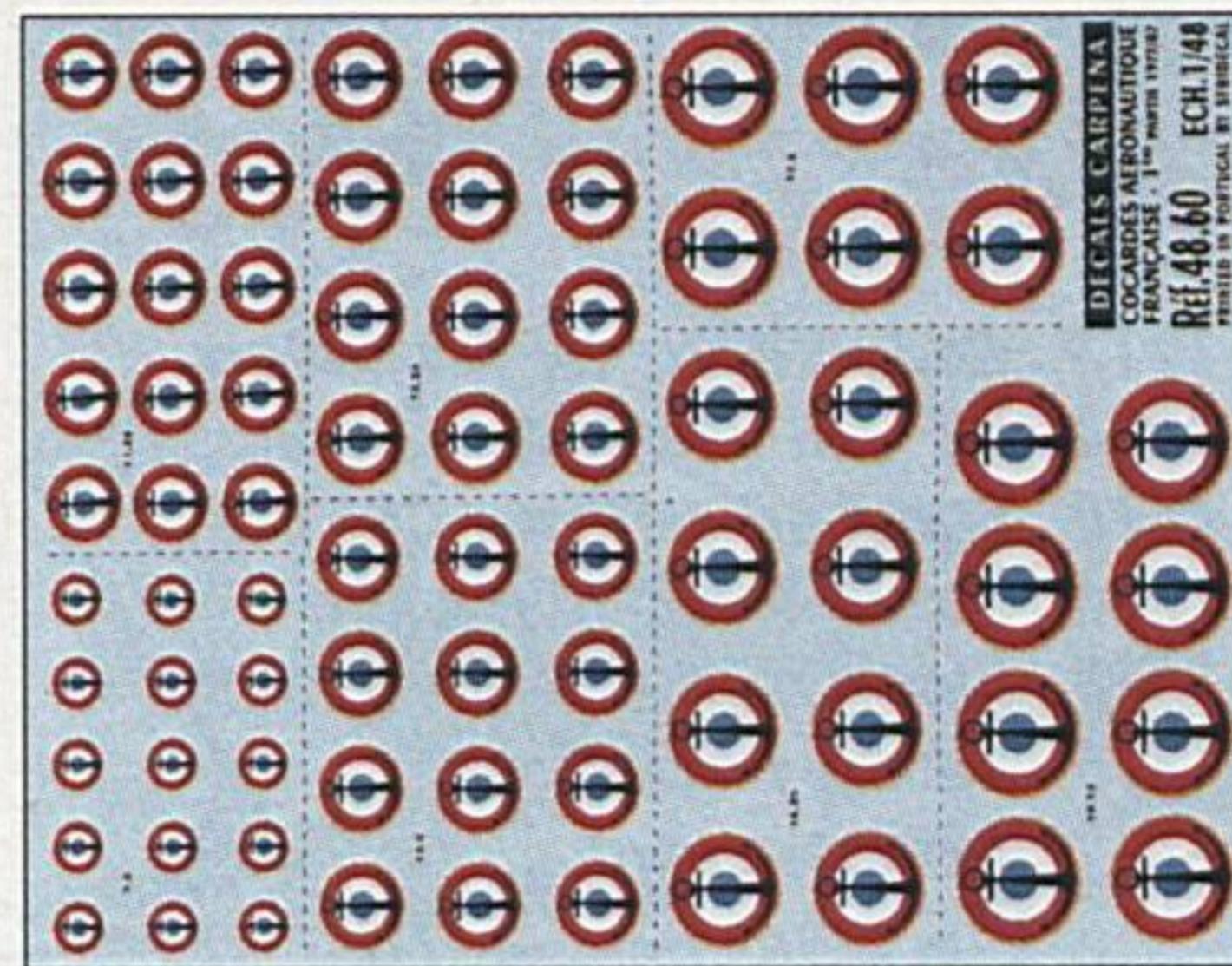
This sheet offers a mass of roundels in twelve diameters suitable for French Naval machines and the types covered by the sheet are as follows:

- Foug CM.175 Zephir • Sud Alouette III • Mudry CAP 10 • MS 880
- Rallye • Aérospatiale Lynx • Embraer Xingu • Dassault Falcon 10M • MS 760
- Paris • Breguet 1050 Alize • Nord N262
- Fregate • Douglas DC-6 • Nord 2504
- Noratlas • Breguet Atlantic 1 • Douglas C-47
- Dakota • Lockheed P2V-7 Neptune.

1/48th Scale

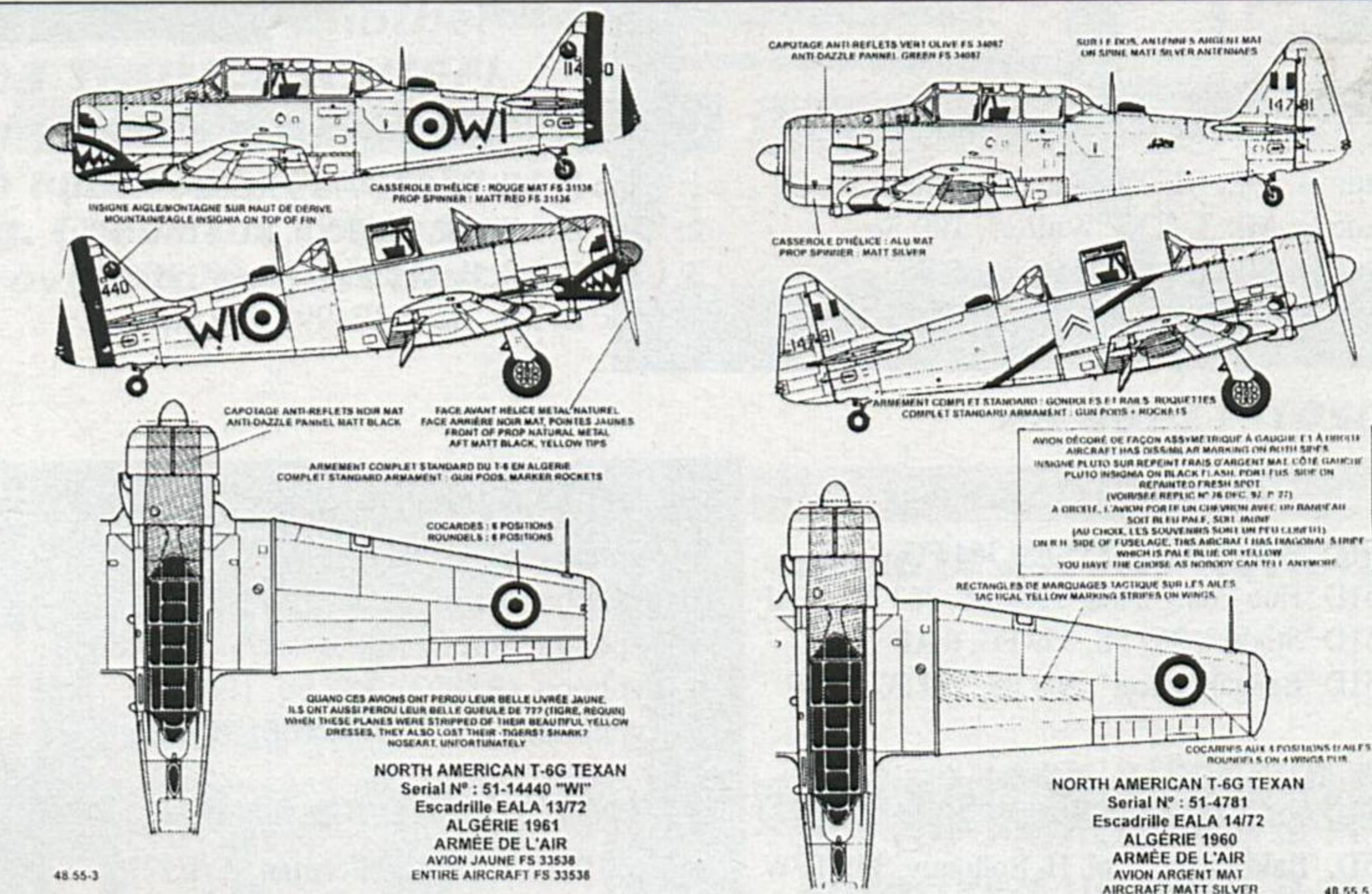
48.55 T-6 Français - Part 1

- 1. Harvard Mk IV, 51-17157, 'H-10', of École de Pilotage Marrakech, based at Maroc in 1959. This machine is yellow overall with a matt black anti-dazzle panel.
- 2. T-6G, 51-4915, 'RM' of Escadrille EALA 8/72 based at Tebessa, Algeria in 1957. Once again this machine is overall yellow with the matt black anti-dazzle panel.



French Naval roundels for a selection of types are offered on sheet 48.60

- 3. T-6G, 51-14440, 'WI' of Escadrille EALA 13/72 based in Algeria in 1961. This machine is yellow overall with the black anti-dazzle panel, a red spinner and sharksmouth on the engine cowl.
- 4. T-6G, 4902993, Escadrille EALA 7.72 based in Algeria in 1961. This machine has the engine cowl and aft fuselage in yellow, with the mid-fuselage section and wings in matt silver.
- 5. T-6G, 51-4781, Escadrille EALA 14/72 based in Algeria in 1960. This machine is matt silver overall.



The decal sheet includes all the unique and national insignia for each of the five options.

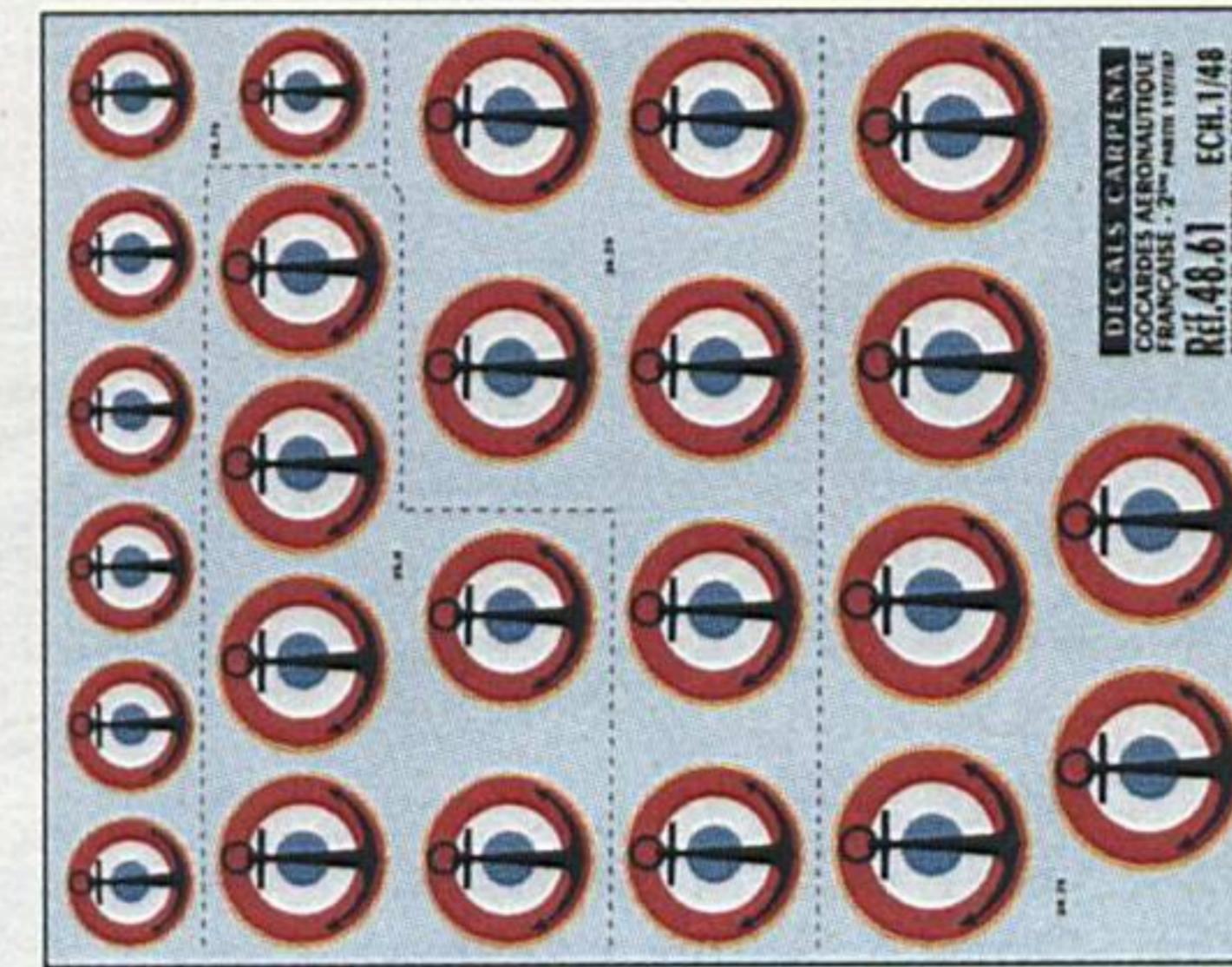
48.60 Cocardes Aéronautique Navale 1977/87 - Part 1

This sheet contains seventy-six roundels in seven sizes for the following types:

- Foug CM.175 Zephir • Sud Alouette III • Mudry CAP 10 • MS 880
- Rallye • Dassault Falcon 10M • MS 760
- Paris • Breguet 1050 Alize • Douglas DC-6.

48.61 Cocardes Aéronautique Navale 1977/87 - Part 2

This sheet contains twenty-five roundels in four sizes for the following types:



A selection of the larger style of French Naval roundels are offered on sheet 48.61

- Nord 2504 Noratlas • Lockheed P2V-7 Neptune • Douglas C-47 Dakota • Douglas DC-6.

Overall these sheets are of excellent quality. The images are well printed, with good register and I noted no excess carrier film. The T-6 sheet will certainly smarten up the new Occidental kit and I can think of three of the options off that sheet that I

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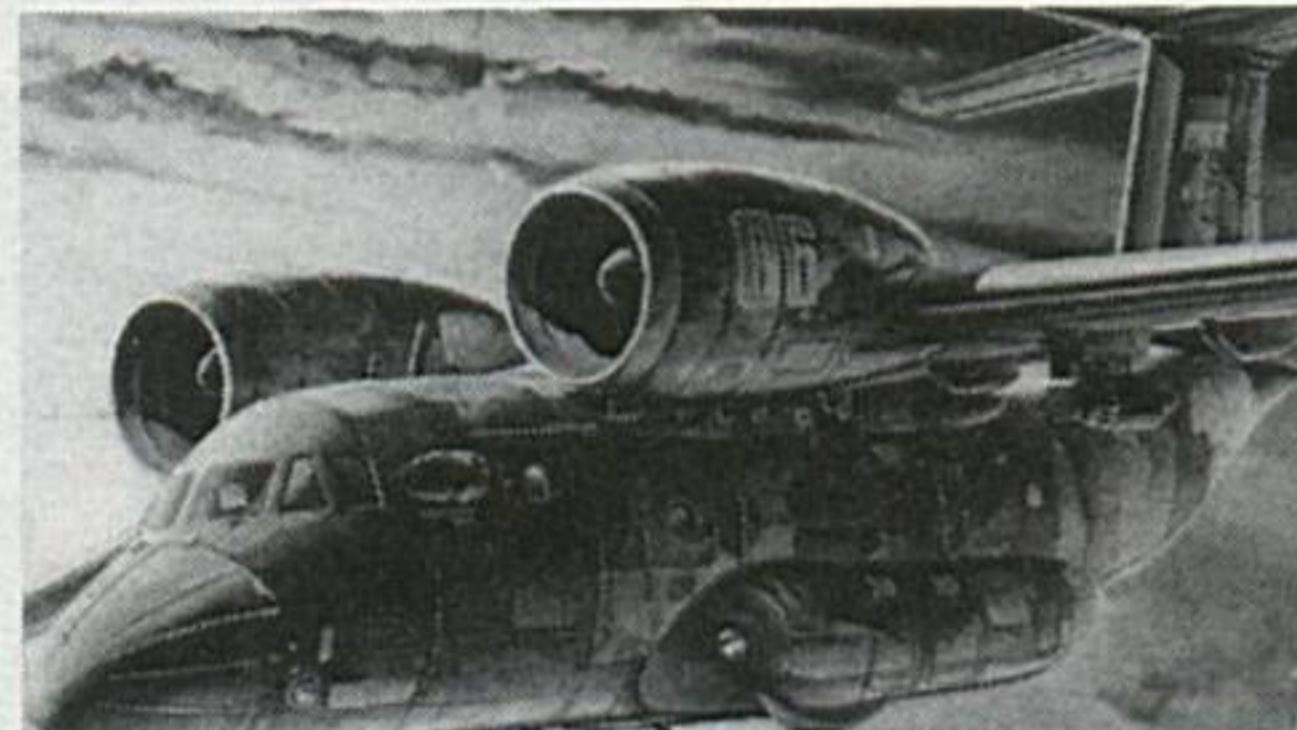


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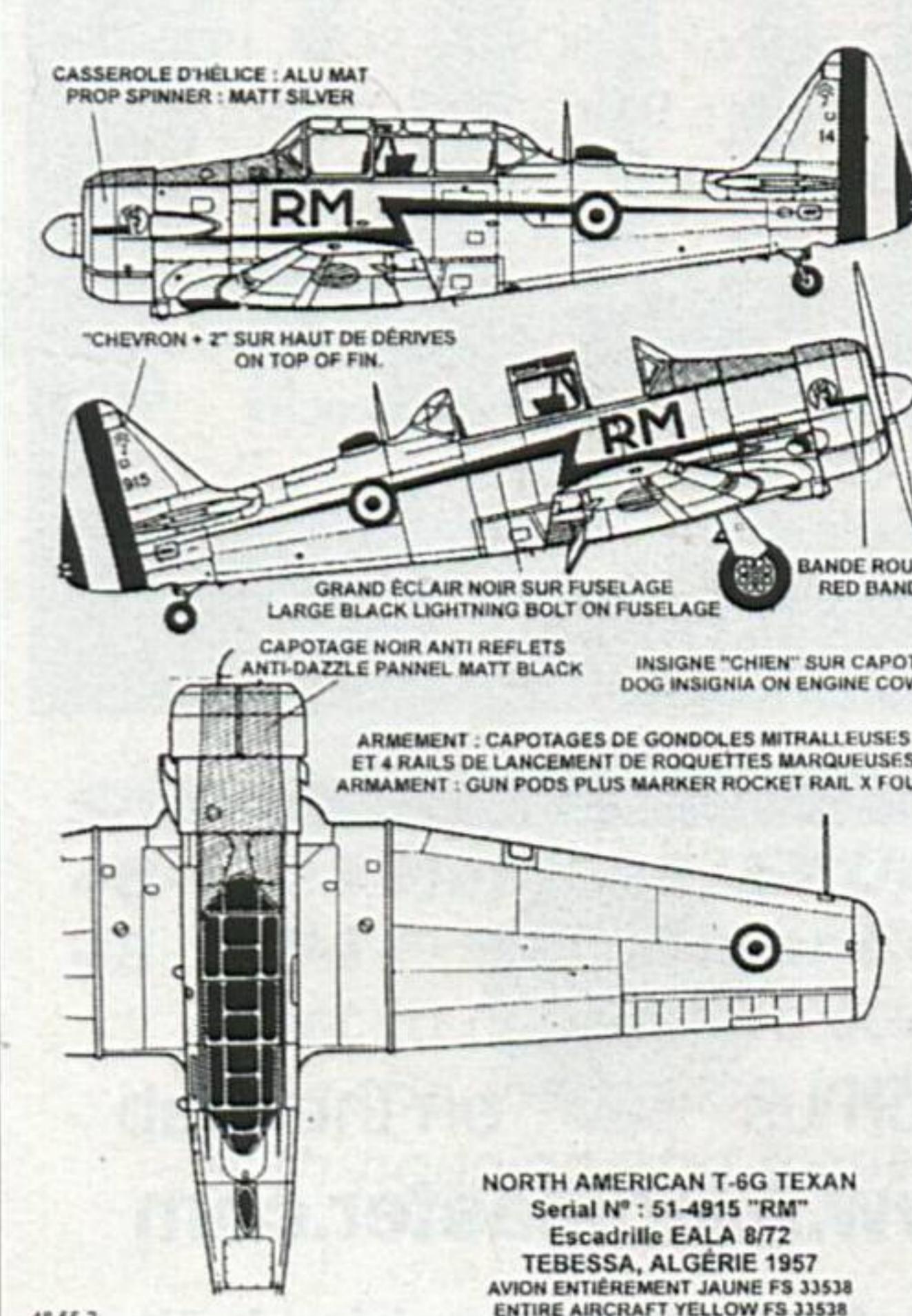
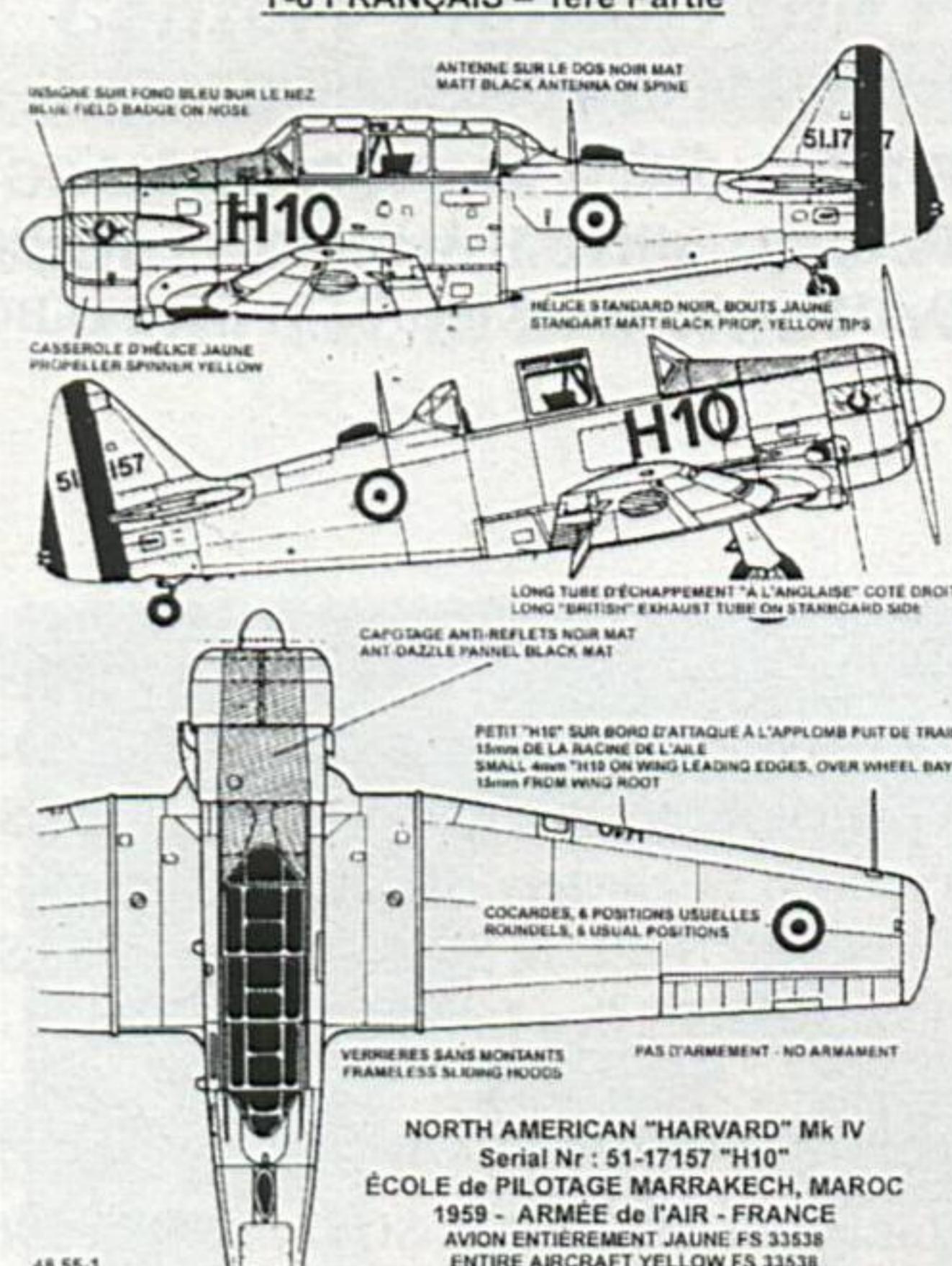
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DÉCALCS CARPENA Réf 48.55

T-6 FRANÇAIS - 1ère Partie



Five colourful T-6G's are offered on sheet 48.55

would like!

All of the Carpéna range is now printed in Portugal and stocks are held in the UK by Hannants and the price should be approximately £4.99 each.

Our thanks to Carpéna for the review samples.

Information

Worldwide Enquiries:

Carpéna, Colorado Modelismo & Decalcomanias Lda, Apartado 1037, 167- Veroim, 4470 Maia, Portugal.
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+ 1260 Red Brown Earth

+ 1261 Tan
+ 1262 Medium Green
+ 1263 Dark Green
+ 1264 Undersurface Blue Gray
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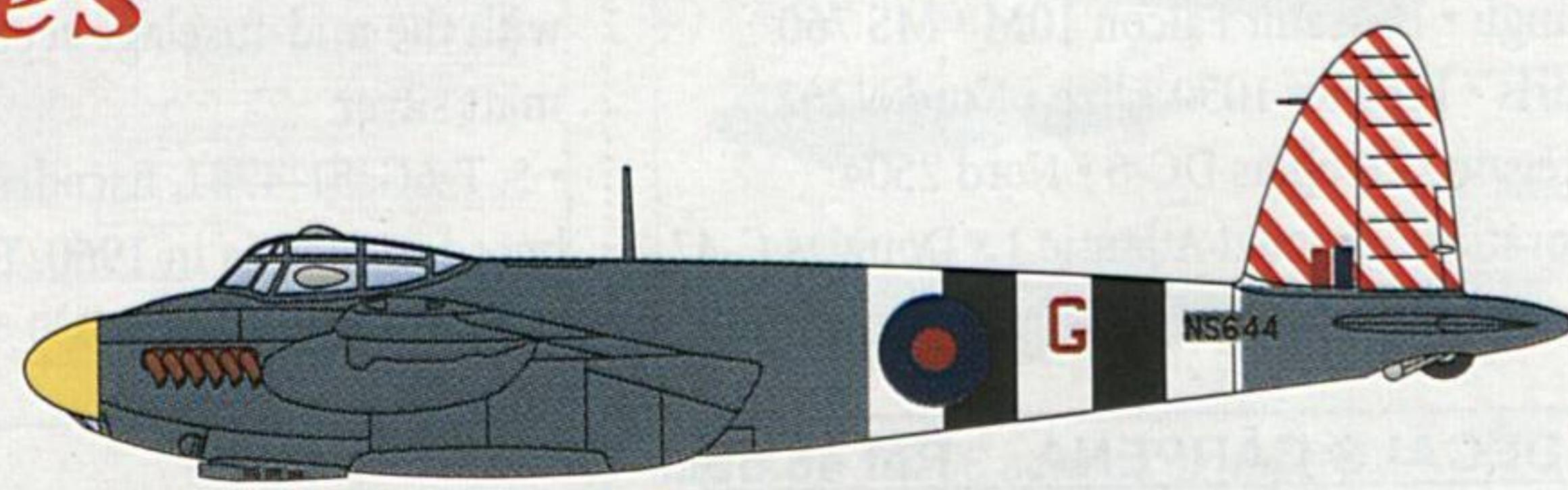
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C 72-032 Recon Birds

- 1: Msqto PR Mk. XVI (NS644), 680 Sq., 1944
- 2: Msqto PR Mk. XVI 653 BS, 25 BG, 1944
- 3: F-5E-2-LO "Lanakila", 7 PRG., 1944
- 4: F-5E-2-LO , 33 PRS, 10 PRG., 1944
- 4: Spit Mk. I PR, Heston, 1940
- 5: Spit Mk. IV PR, 1 PRU, 1942

F 48-361 IJNAF Hinomaru Col. Pt. II

Two decal sheets with Hinomarus for the following aircraft:

Grace, Val, Zero 21, Zero 52

C 48-374 Takhli Weasels (F-105)

- 1: 105F, "Sinister Vampire", 44 TFS, 355 TFW
- 2: 105F, "Jinking Josie", 357 TFS, 355 TFW, 1968
- 3: 105G, "Tough Cookie...", 44 TFS, 355 TFW, 1968
- 4: 105G, "Silent Majority", 354 TFS, 355 TFW, 1970
- 5: 105G, "Sam Fighter", 354 TFS, 355 TFW, 1970

C 48-380 Hellcat Aces

- 1: F6F-3, Lt. U. Hanks, VF-16, 1943
- 2: F6F-5, Cmdr. T. Winters, VF-19, 1944
- 3: F6F-3, Lt. W. Crawford Moseley, VF-1, 1944
- 4: F6F-3, Lt. H. McWhorter, VF-9, 1943
- 5: F6F-5, Lt. B. Moranville, VF-11, 1945

C 72-156 Lancaster Bombers Pt. I

- 1: Lanc B. Mk. III, "Mickey Moocher", 61 Sq
- 2: Lanc B. Mk. I, "Oor Wullie", 100 Sq
- 3: Lanc B. Mk. III, (LM550), 166 Sq
- 4: Lanc B. Mk. III, (LM624), 57 Sq

C 48-368 ETO Mustangs

- 1: P-51D "Estrellita III", 385 FS, 364 FG, 8 AF
- 2: P-51D "Hoo Flung Dung", 382 FS, 363 FG, 9 AF
- 3: P-51D "Stinky", 369 FS, 359 FG, 8 AF
- 4: P-51D "Bengal Lancer", 503 FS, 339 FG, 8 AF

C 48-375 Takhli Thunderchiefs (F-105)

- 1: 105D, "Bald Eagle", Col. H. Bottomly, 355 TFW
- 2: 105D, "Frito Bandito", 357 TFS, 355 TFW
- 3: 105D, "Cheese Maker...II", J. Olvera, 355 TFW
- 4: 105D, "Old Crow II", Col. C. Anderson, 355 TFW
- 5: 105D, "Lead Zeppelin", 354 TFS, 355 TFW, 1970

C 72-157 Lancaster Bombers Pt. II

- 1: Lanc B. Mk. X, (KB772), RCAF, 419 Sq
- 2: Lanc B. Mk. III, (PB150), RCAF, 625 Sq
- 3: Lanc B. Mk. I, "Admiral Prune", 106 Sq
- 4: Lanc B. Mk. III, (ME499), 166 Sq

C 48-372 Storms in the Sky Pt. VIII-Cardoor

- 1: Typhoon IA, "Farguhar IV", 56 Sq
- 2: Typhoon, Wing Leader Guillam, "Penny"
- 3: Typhoon, Sqn Leader Beaumont, 609 Sq
- 4: Typhoon, (R8893), 182 Sq, 1942
- 5: Typhoon, "Mavis", (DN406), 609 Sq

C 48-376 Fw-190 Butcher Birds Pt. V

- 1: Fw-190A-8, Lt. V. Hierman, 3./JG77
- 2: Fw-190A-7, Lt. W. Krebs, 1./JG1, 1944
- 3: Fw-190A-6, Maj. E Bacsila, Sturmsraffel 1
- 4: Fw-190A-8, Obst. Lt. W. Dahl, JG300
- 5: Fw-190A-7, Sturmsraffel 1, 1944

C 48-134 Mitchell Collection Pt. II

- 1: B-25J-11, "White Wing", 501 BS, 345 BG
- 2: B-25J-11, "Miss B Havin", 498 BS, 345 BG
- 3: B-25J-11, "Cactus Kitten", 501 BS, 345 BG

C 48-373 Storms in the Sky Pt. IX-Cardoor

- 1: Typhoon, "Land Girl", (R8224), 56 Sq, 1943
- 2: Typhoon, Sqn Ldr Crowley-Milling, 181 Sq
- 3: Typhoon, "Cemetery Bait II", 181 Sq, 1943
- 4: Typhoon, "Northern Star", (DN267), 193 Sq
- 5: "Donal Duck", Sqn Ldr Taylor, 195 Sq

C 48-377 Air War Over Vietnam 9 - A1H Pt. 3

- 1: "Little Annie Fanny", 6 SOS, 14 SOW, 1967
- 2: "Bad News", 6 SOS, 14 SOW, Pleiku, 1962
- 3: "Cool Fool", 1 SOS, 56 SOW, 1970
- 4: "Bubbles n Bust", 602 SOS, 1970
- 5: "Good Buddha", 1 SOS, 56 SOW, 1968

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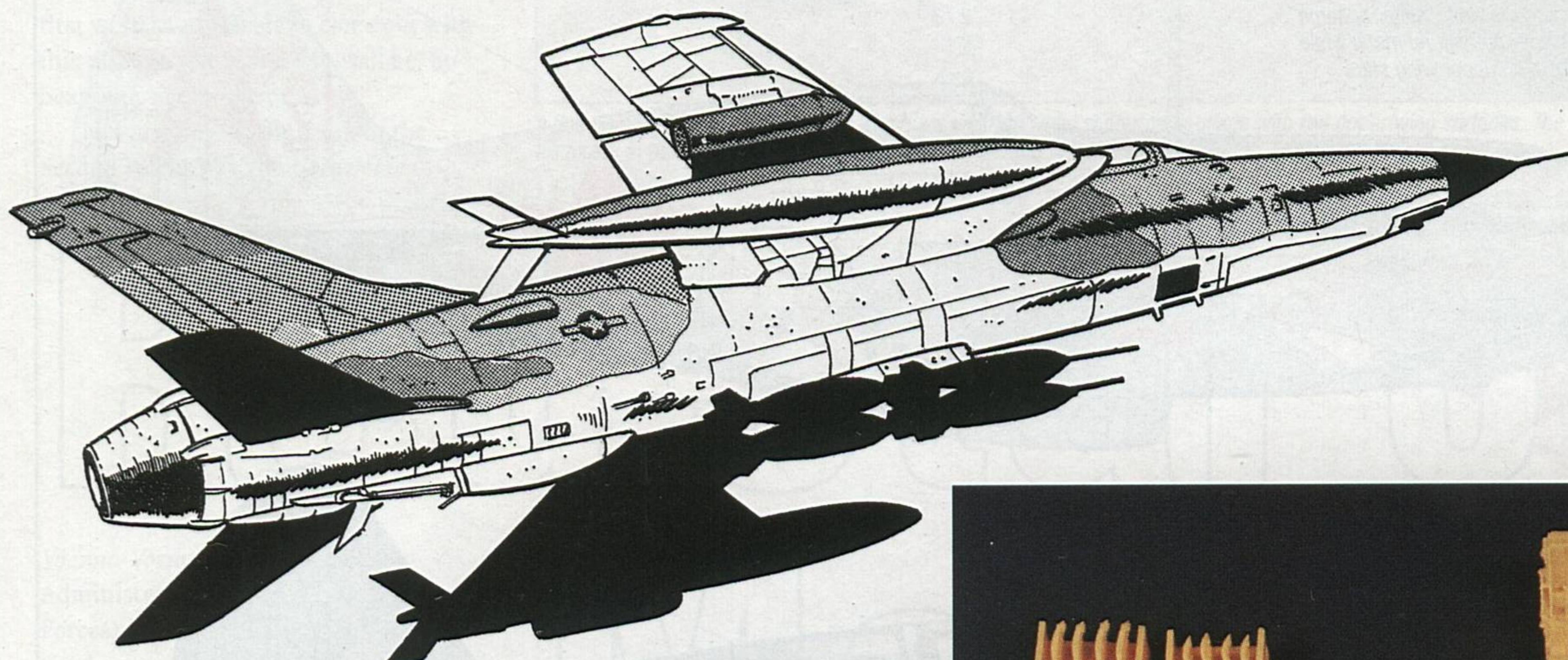
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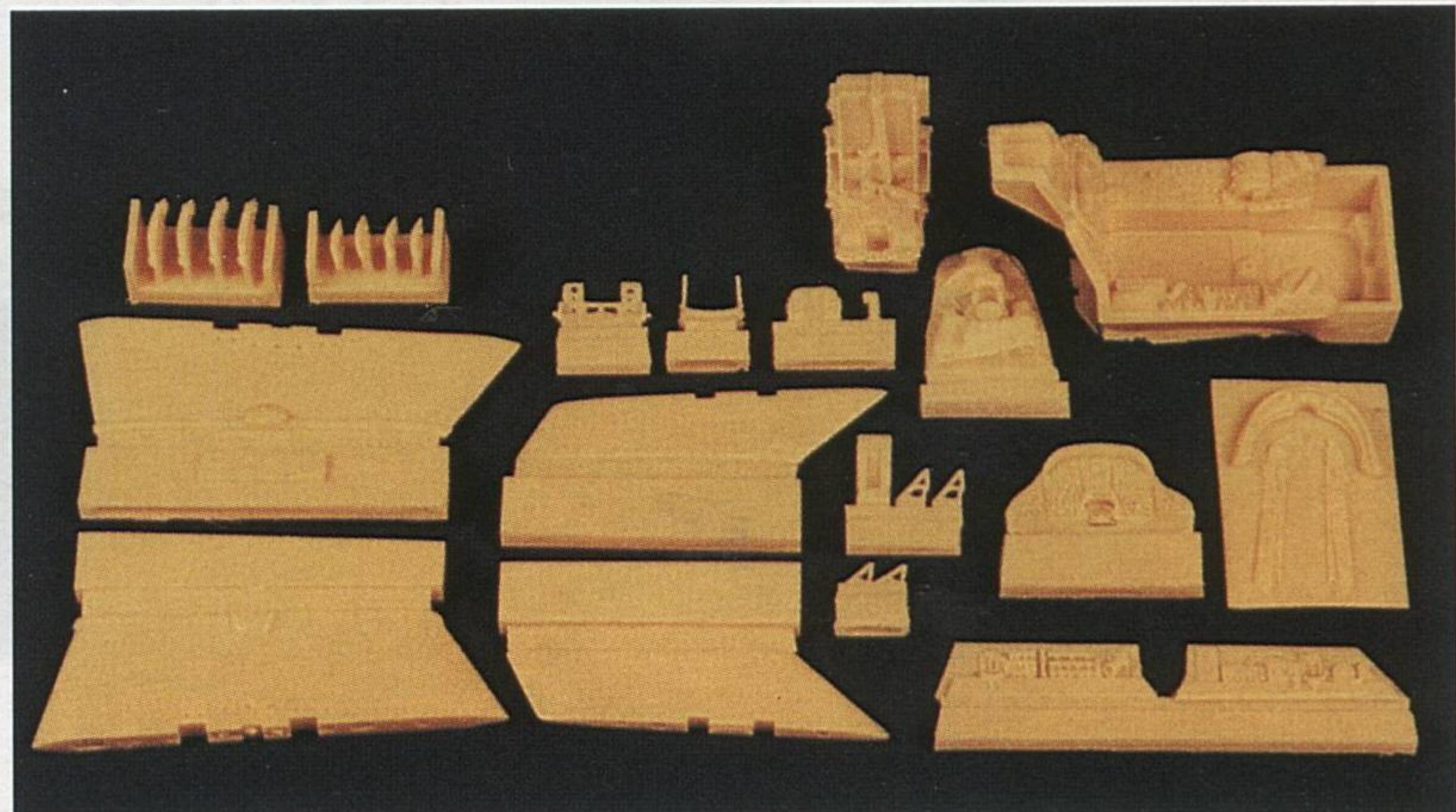
The 'THUD's' are coming!!



These are 1/48th scale

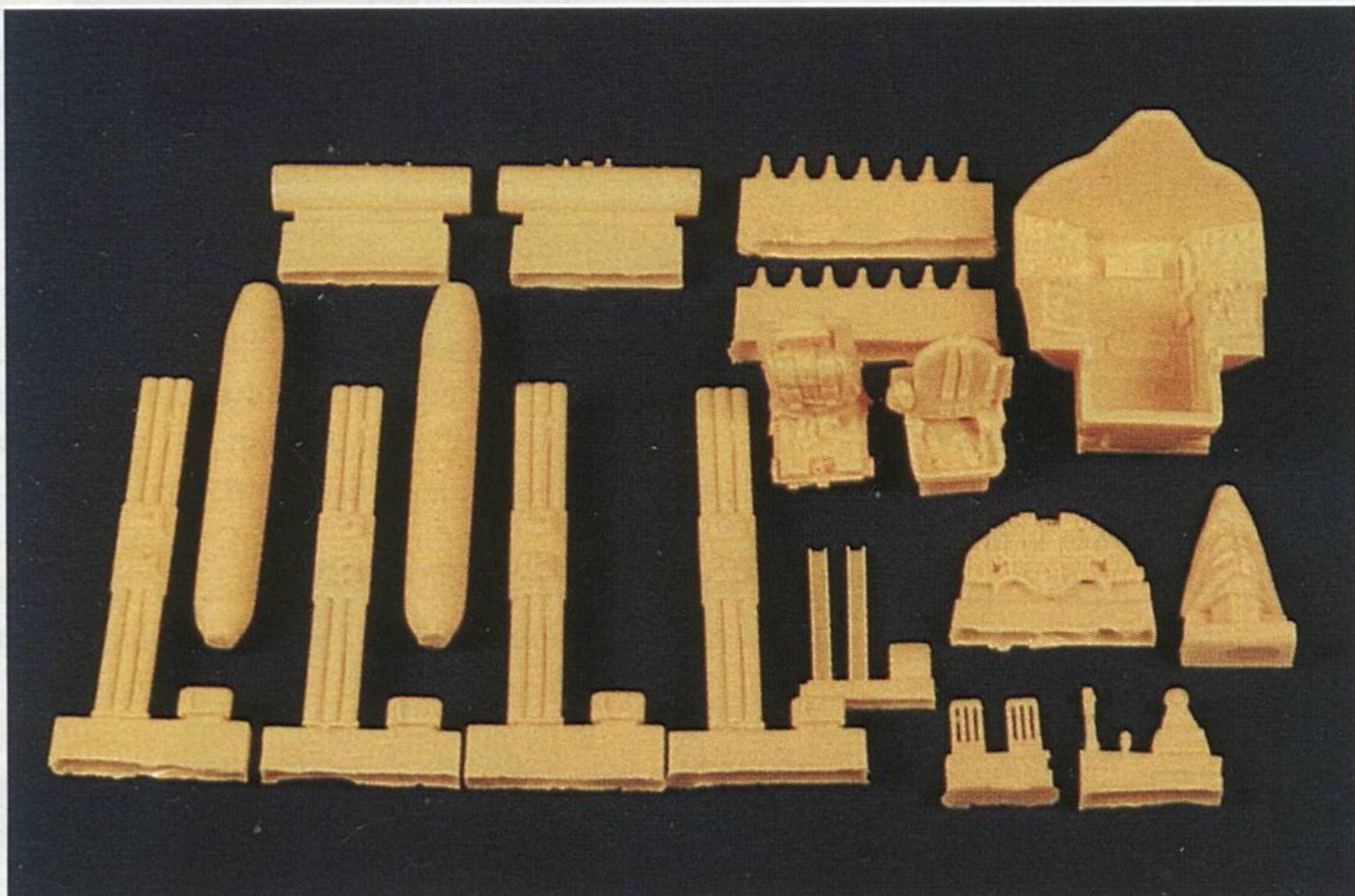
Following our set for the F-8 CRUSADER we are about to release a few sets for another Century Fighter: the F-105 THUNDERCHIEF!

The first (shown at right) is for the F-105D. Monogram's kit, although amazingly accurate, could do with some upgrading. Check the contents of our set to see what we provide to do just that.



48-4022 F-105D THUNDERCHIEF Update Set

48-4024 A-1 H/J SKYRAIDER Update Set



Not so long after we released an improvement set for Monogram's A-1 H/J SKYRAIDER, Tamiya surprised us with a more accurate model of this famous Vietnam fighter. A beautiful model, with only a few shortcomings. The biggest part missing is the "Yankee" escape system, as used by the Air Force. True, the box art shows a Navy plane, but it is doubtful they will change the parts when they release it as a USAF "Sandy". Check our set at left, especially adapted for Tamiya's kit.

Some more future releases:

48-4023 MeBf109/E3 Update set /Tamiya
48-5094 F-8 Crusader Correction Set /Monogram
(a set to correct the stance of Monogram's kit
(sits too low), also including the belly airbrake
with housing and front main wheel well bulkheads.

48-5095 F-4F PHANTOM Unslotted Stabilators /Hasegawa
48-5096 "Yankee" Ejection Seats /USAF- Skyraider
48-6023 F-4E PHANTOM Cockpit Set

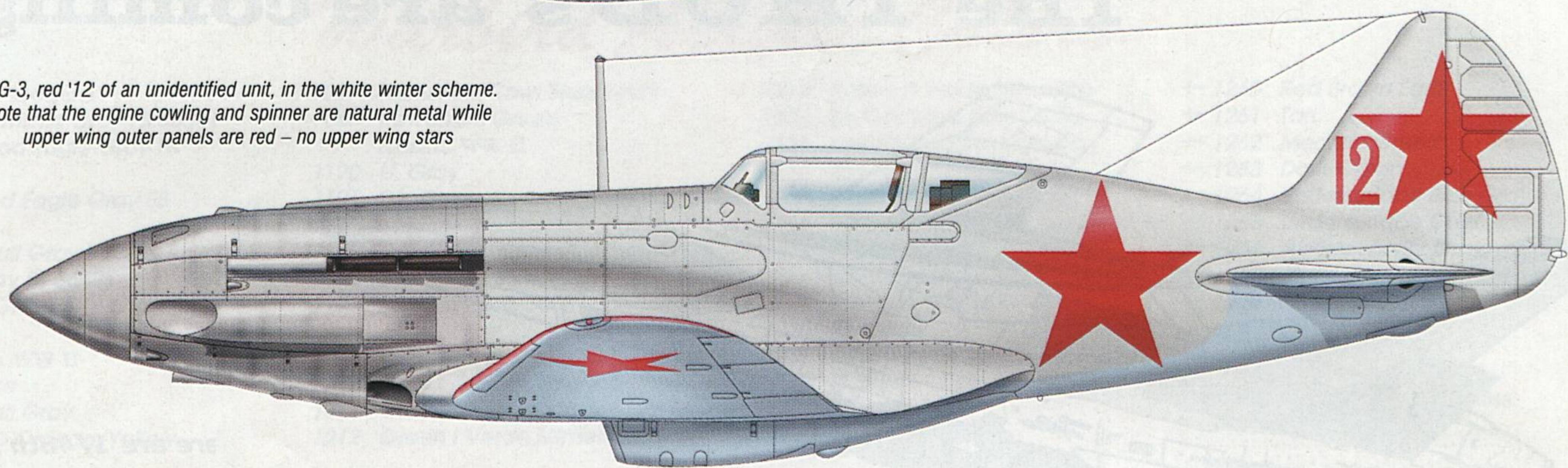
Check for prices of these sets on Hannants' webpage.

МиГ-3

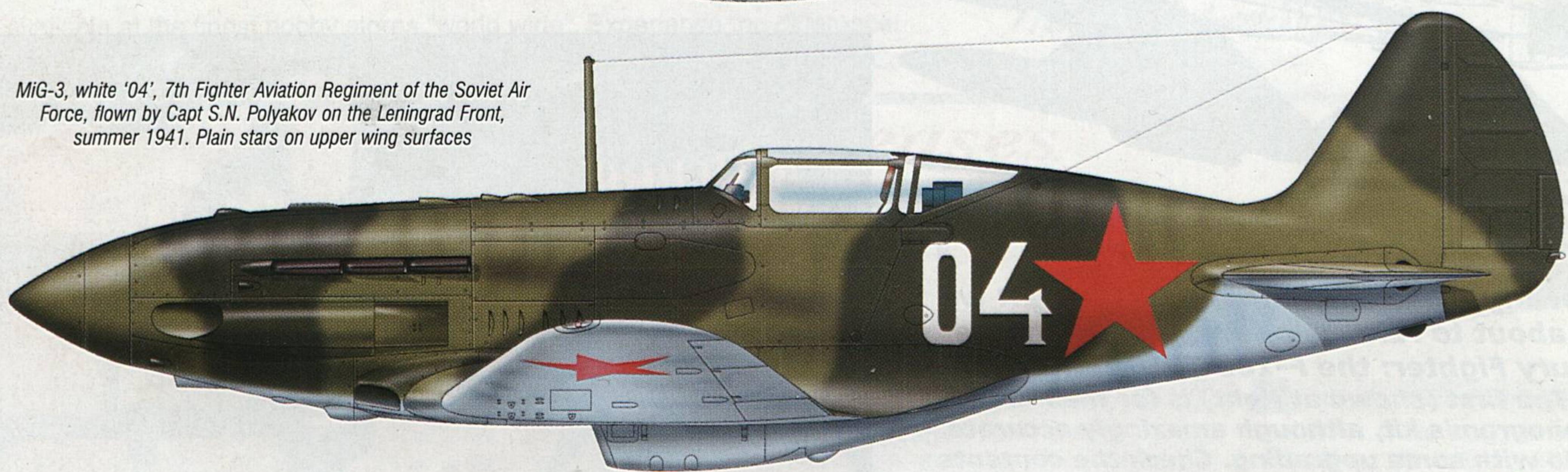
MiG-3 of the 7th Fighter Aviation Regiment operating on the Leningrad front in the summer of 1941 in brown/green upper camouflage. Plain stars on upper wing surfaces



MiG-3, red '12' of an unidentified unit, in the white winter scheme. Note that the engine cowling and spinner are natural metal while upper wing outer panels are red – no upper wing stars

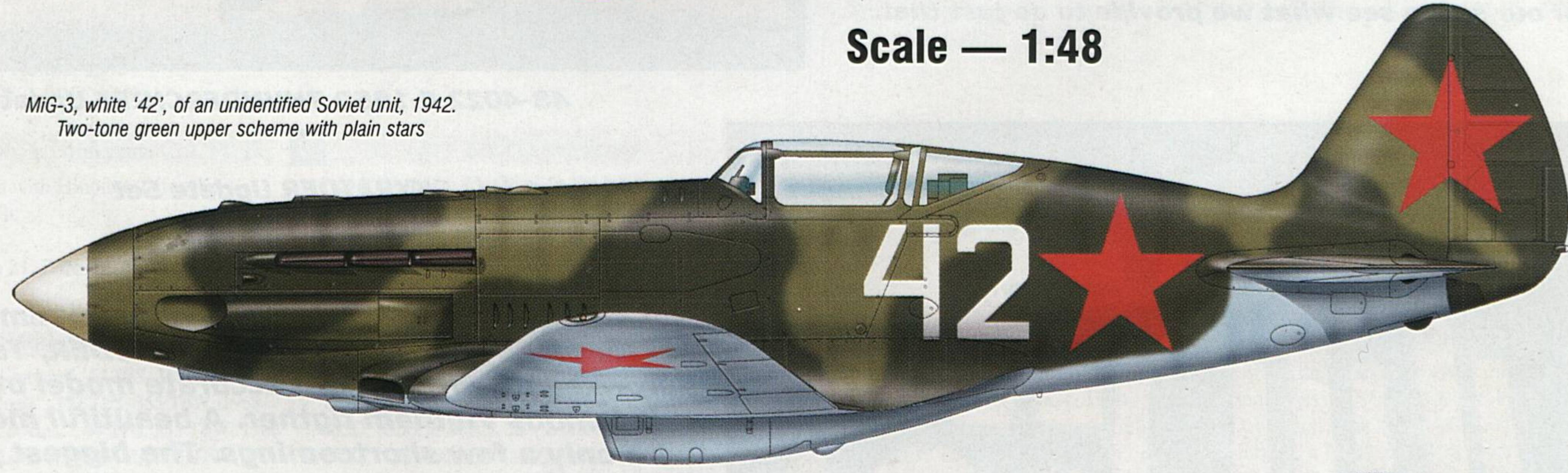


MiG-3, white '04', 7th Fighter Aviation Regiment of the Soviet Air Force, flown by Capt S.N. Polyakov on the Leningrad Front, summer 1941. Plain stars on upper wing surfaces

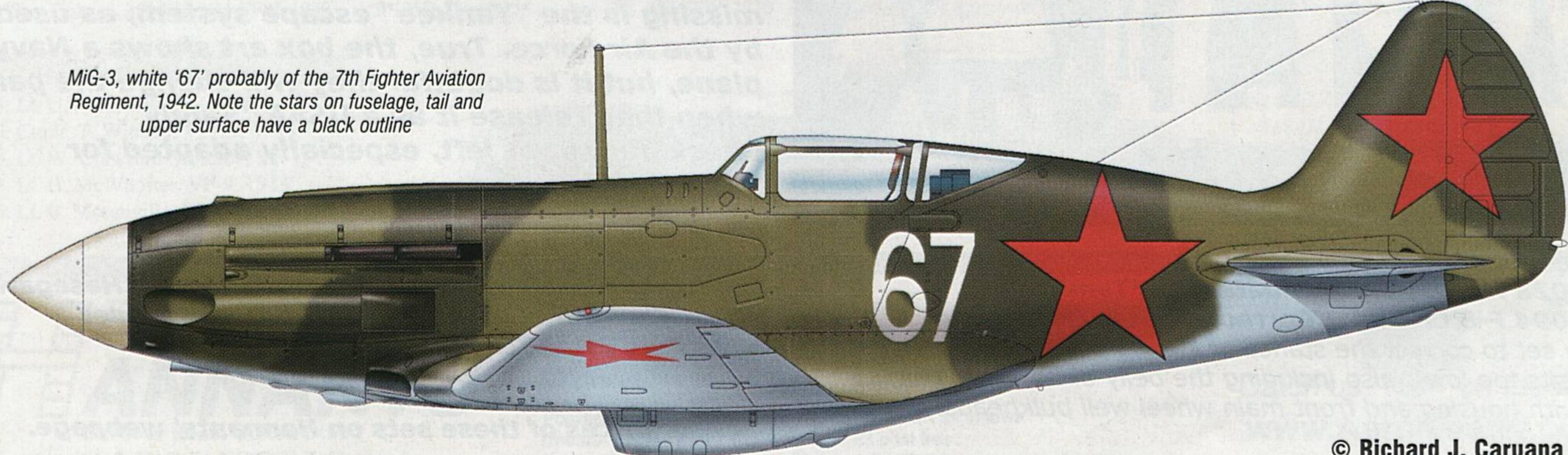


Scale — 1:48

MiG-3, white '42', of an unidentified Soviet unit, 1942. Two-tone green upper scheme with plain stars



MiG-3, white '67' probably of the 7th Fighter Aviation Regiment, 1942. Note the stars on fuselage, tail and upper surface have a black outline



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Contact with readers, especially through their feedback, is one of the greatest sources of new material. Some years ago I had published a feature about a Soviet World War II fighter in another publication and shortly after, through the post, comes a Russian book, with extensive details about the aircraft in question. However, what caught my eye was equally extensive detail about another favourite of mine, the MiG-3 and it took me some time to digest the contents. For there appeared to be not one, standard version but two distinct ones. This was something which, at that time, I had not noticed anywhere else. Although I cannot claim that this is the first western magazine to come out with this discovery, it could very well be! So bear with me till the end.

Just prior to the outbreak of the Second World War, the *Upravlenie*



A line up of MiG-3s, the majority of which are wearing white winter camouflage with red upper wing surfaces. The first two examples in the foreground are of the 'lengthened' version (RJ Caruana Archives)

Red Star of MOSCOW

The MiG-3

Voenno-Vozdushnykh Sil (UVVS – Administration of the Military Air Forces) issued a specification for a single-seat interceptor to be powered by the Mikulin AM-35 engine. In typical Soviet practice of that period, Artem Mikoyan and Mikhail Gurevich (MiG) went to design and produce the smallest possible aircraft around a revolutionary aero engine, the AM-35 twelve-cylinder vee liquid-cooled engine which developed 1,350hp for take off and 1,200hp at 6,000m. Main emphasis was on the best high-altitude performance possible, based on the premise that the AM-35 was the most powerful Soviet aero-engine of its time, one which could beat practically any other anywhere else. Its only drawback was its power/weight ratio which at 1.63kg/hp was exceptionally high.

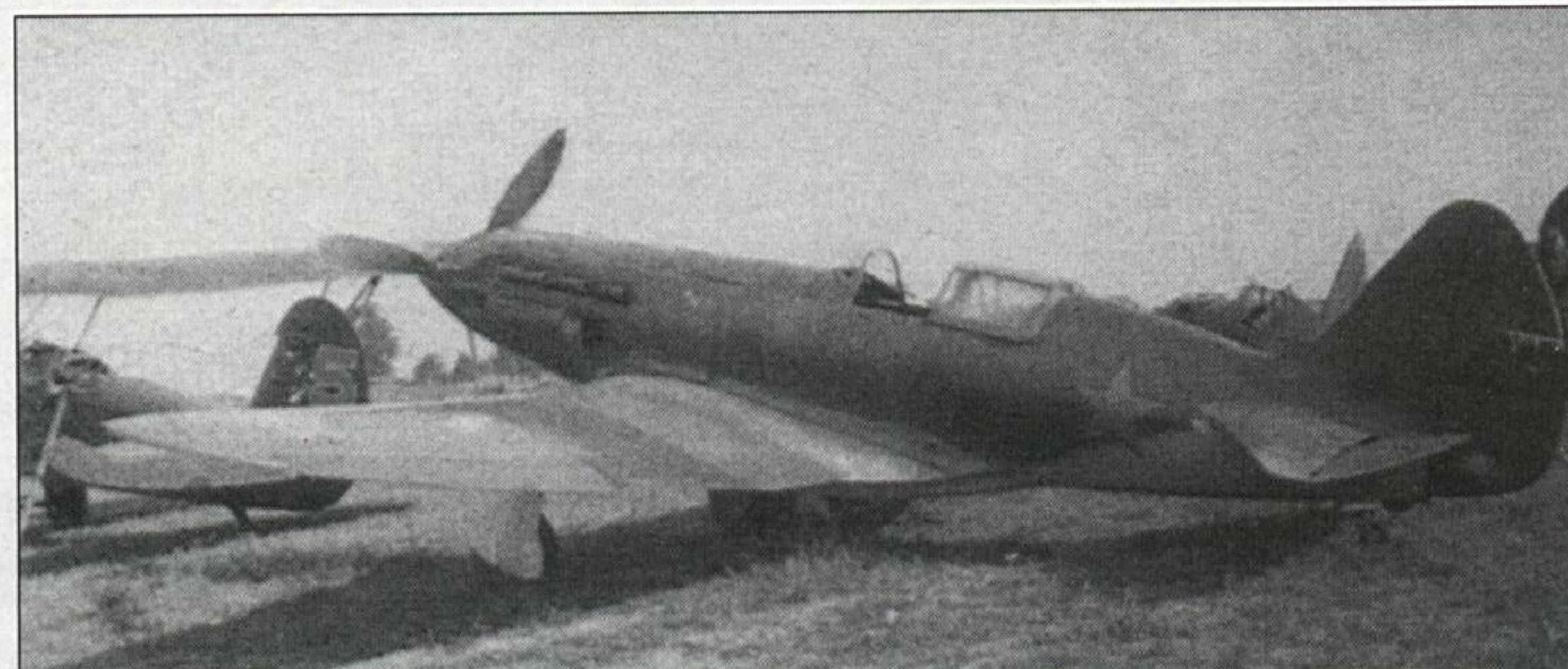
Design of the I-200 began in 1939 and the first prototype of three was complete within four months. Test pilot AN Yekatov performed the first flight on April 5, 1940 and by May 24 a maximum level speed of 648.5km/hr at 7,000m had been reached. During another trial some time afterwards, Yekatov lost his life in the MiG but this did not deter the completion of official acceptance trials in August; in fact mass production under the designation of MiG-1 had already been under way at Factory № 1 and when it entered service with the *Voenno-Vozdushnye Sily* (VVS – Military Air Forces) it was claimed that it was the fastest military aircraft in service in the world.

The speed with which the aircraft had been designed and developed meant that a number of important factors had been overlooked. Though performance was superlative, manoeuvrability and handling was generally considered to be poor. High

What never ceases to amaze an aviation researcher is that, when all seems to have been said and written about a well-known aircraft, a surprise pops out of the proverbial 'magician's hat'. And the Mikoyan and Gurevich MiG-3 is a case in point. All the established references consulted seem to agree on a standard history, yet out comes a Russian source to give us a new look at this fighter which, though not as successful as any of the Yak series, formed an essential element of Soviet air power at the time of the German invasion. Richard J. Caruana discusses and illustrates some relatively recent discoveries about this beautiful fighter.

wing loading coupled with a short fuselage, so reminiscent of the Polikarpov I-16 (SAMI Vol.3/4, April 1997) on which both Mikoyan and Gurevich had been

engaged, was the main source of the problem. While that concept retained the weight of the aircraft down, longitudinal stability suffered.



A 'lengthened' MiG-3, identified by the long fairings aft of the gun muzzles, in the green/brown upper surface scheme. The fuselage stars are thinly outlined in black (RJ Caruana Archives)

Another weak feature was the position of the cockpit in line with the trailing edge of the wing, due to the long engine, which resulted in very poor down and forward view. Visibility whilst the aircraft was on its tail was absolutely nil, making take-offs and landings a cumbersome, hazardous affair. Due to the overall weight, armament was on the light side, consisting of one 12.7mm BS machine gun with 300 rounds and two 7.62mm ShKAS machine guns with 375 rounds per gun mounted over the engine.

Improving the Breed

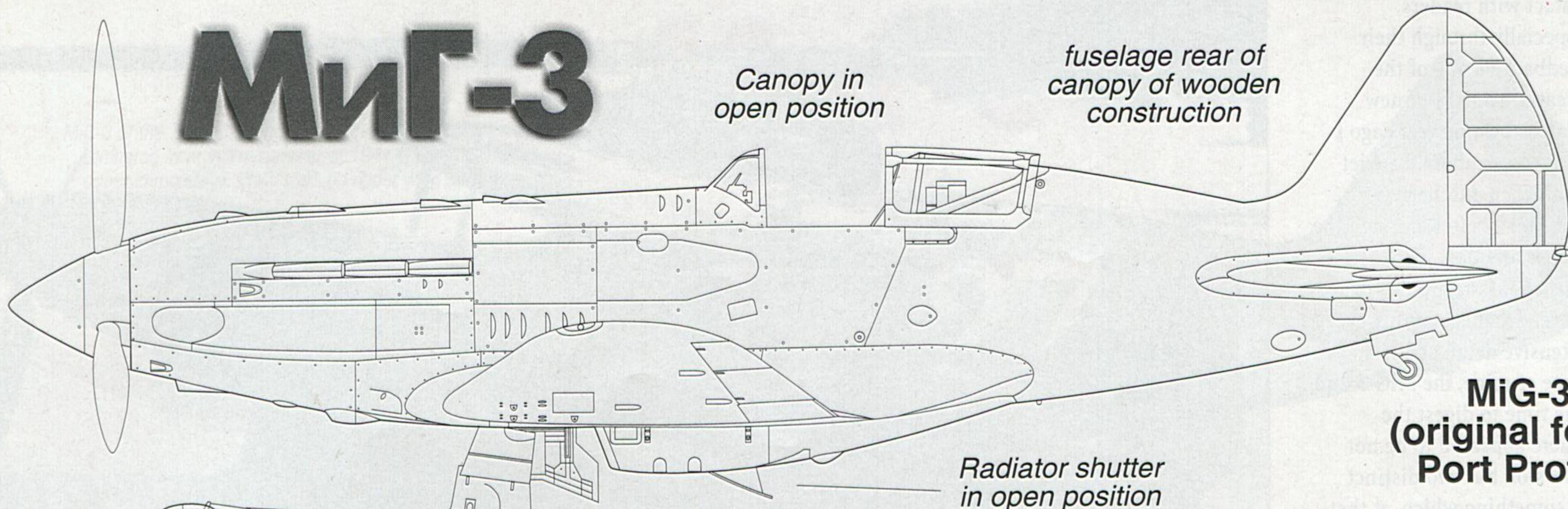
While the first MiG-1s were joining VVS units, *Opytno Konstruktorskoe Byuro* (OKB – Experimental Design Bureau) was already working to improve what basically promised to be a valid interceptor. Improving handling characteristics, especially during diving attacks, was the major goal. Progressively it became clear that a new generation of fighters was going to emerge. Given the designation MiG-3, the new machine differed little externally but subtle changes were introduced.

The mixed construction of this low-wing cantilever monoplane was similar to

МиГ-3

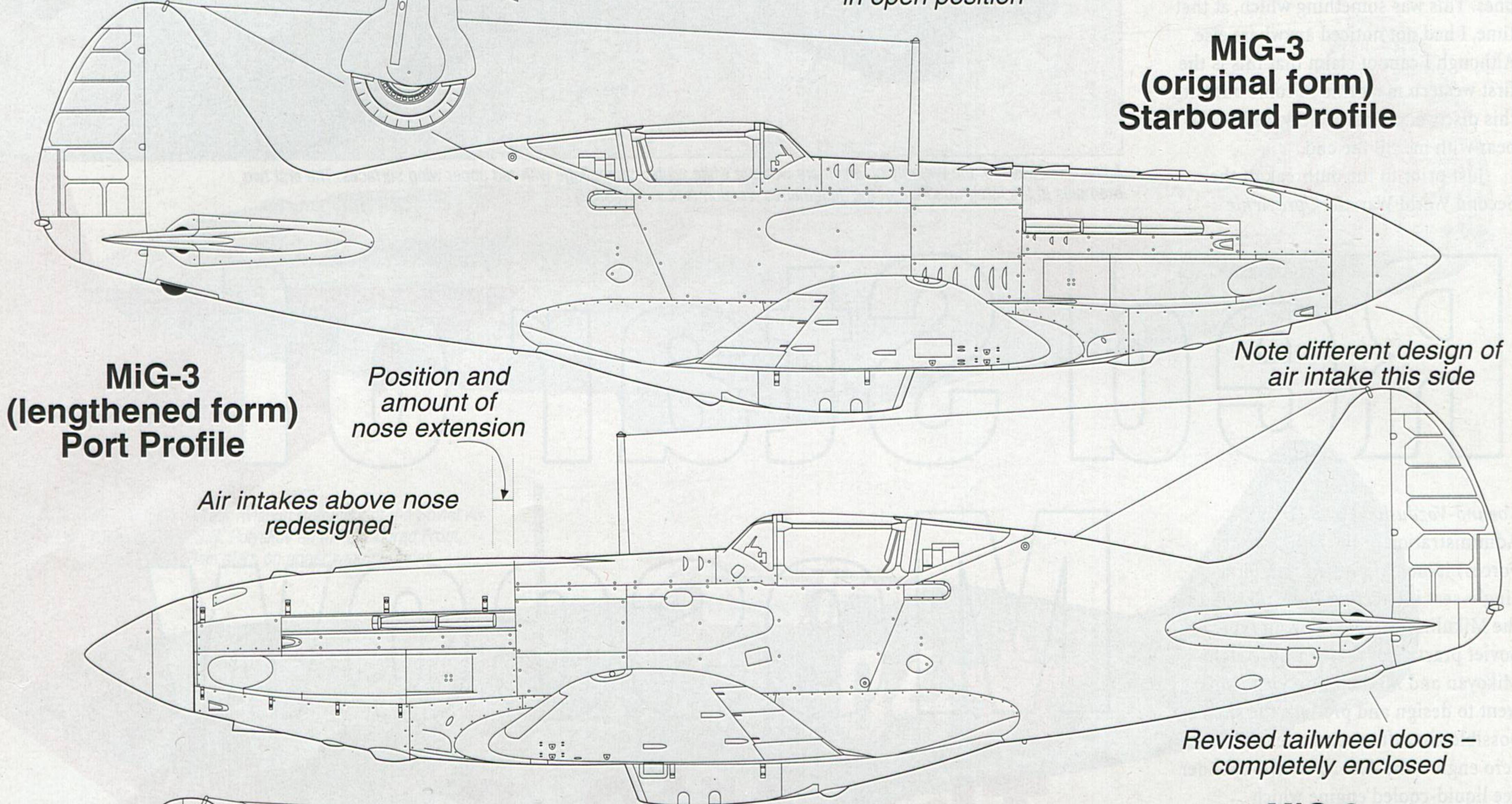
Canopy in open position

fuselage rear of canopy of wooden construction

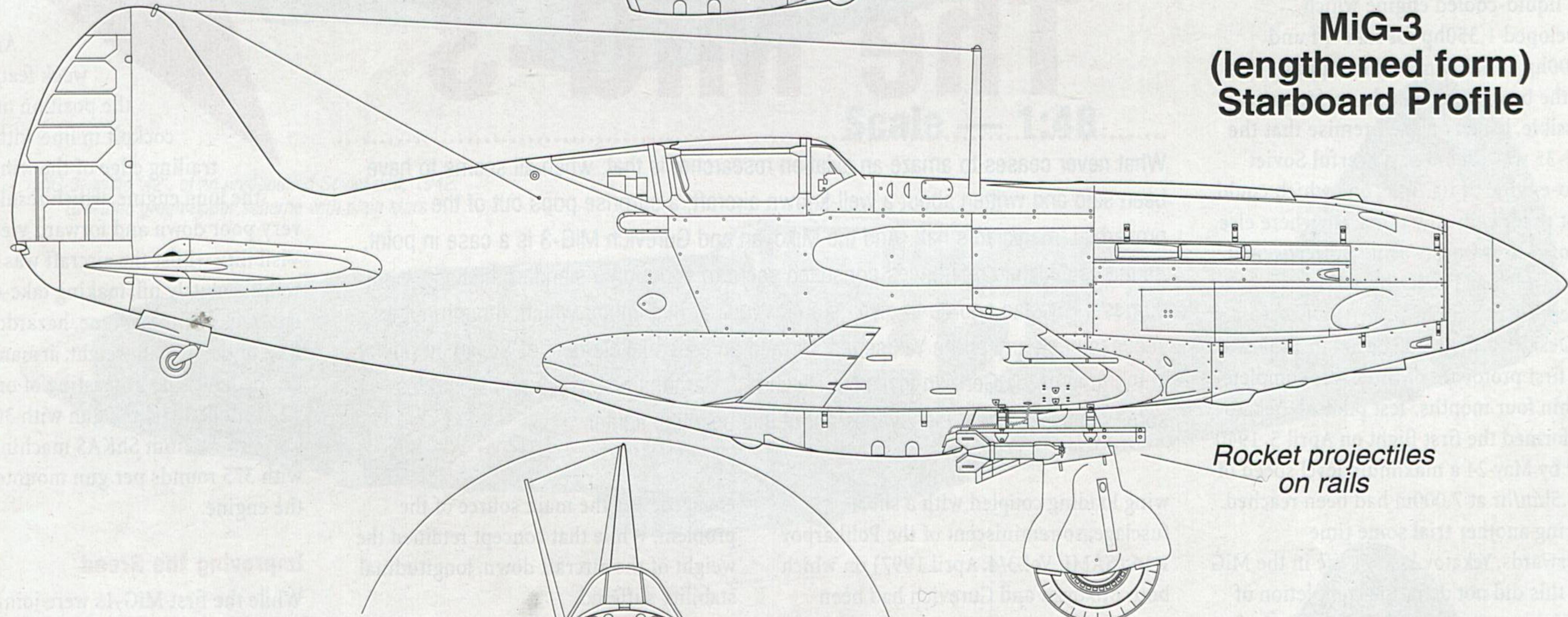


**MiG-3
(original form)
Port Profile**

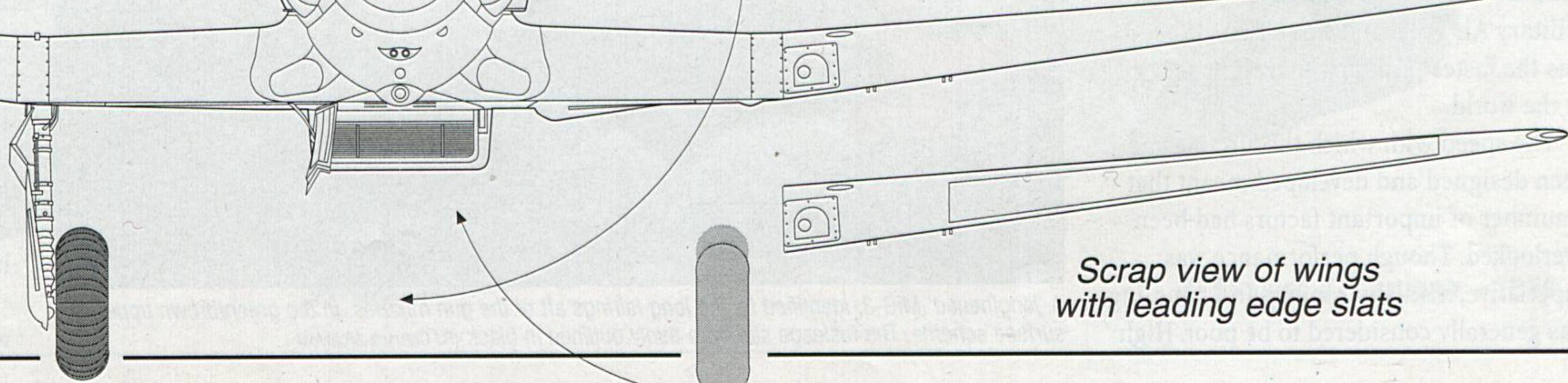
**MiG-3
(original form)
Starboard Profile**



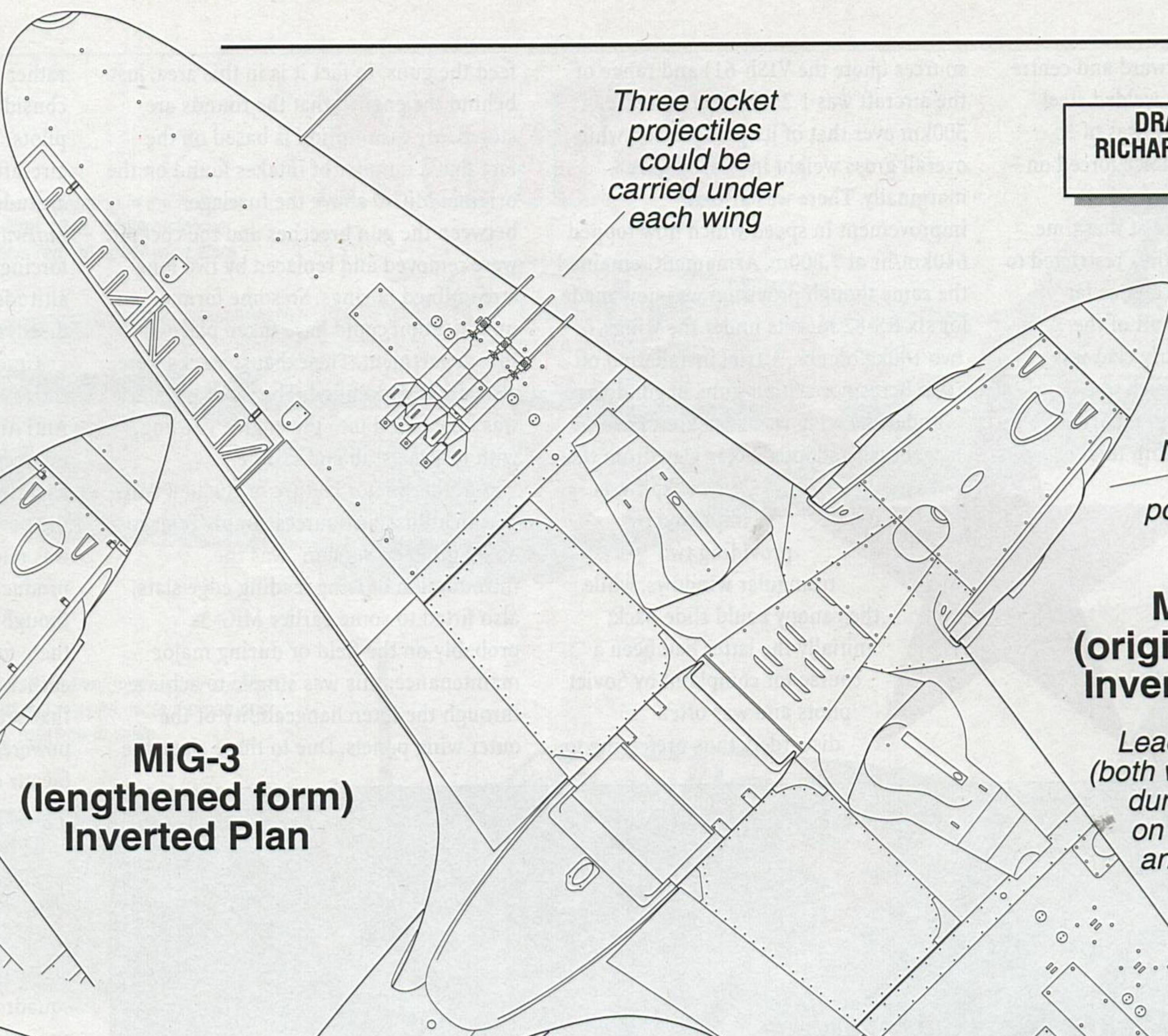
**MiG-3
(lengthened form)
Starboard Profile**



**MiG-3
Front View**



DRAWINGS BY
RICHARD J. CARUANA
© 1998



**MiG-3
(lengthened form)
Inverted Plan**

**MiG-3
(original form)
Inverted Plan**

Leading edge slats
(both wings) introduced
during production
on both standard
and lengthened
versions

Trim tab
this side
only

Wings
outboard of
this point are
of wooden
construction

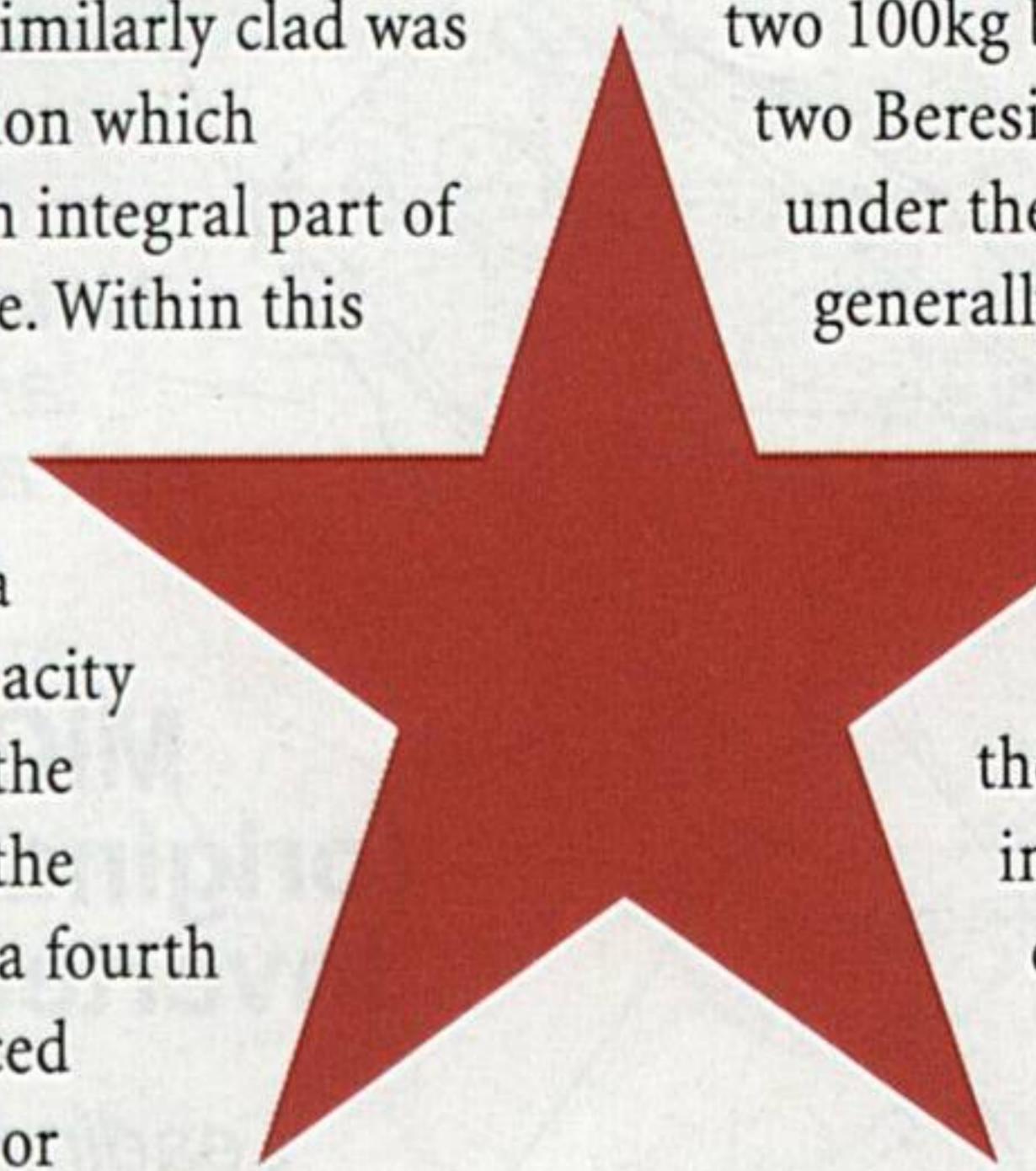
**MiG-3
(original form)
Upper Plan**

**MiG-3
(lengthened form)
Upper Plan**

Trim tab this
side only

0 metres 1 2
0 feet 3 6
SCALE IS 1:48

that of the MiG-1. The forward and centre fuselage was formed from welded steel tube while the rear fuselage was of wooden construction, a choice forced on the designers by the shortage of aluminium alloys in Russia at that time. Duralumin skinning was thus restricted to the closely cowled engine, and as far back as the bulkhead, just aft of the pilot's cockpit seat. Similarly clad was the wing centre-section which practically formed an integral part of the fuselage structure. Within this section were housed the two 150-litre fuel tanks, a third of 110-litre capacity was placed between the cockpit firewall and the pilot's cockpit while a fourth of 235 litres was placed below the cockpit floor



sources quote the VISH-61) and range of the aircraft was 1,250km, an increase of 500km over that of its predecessor, while overall gross weight increased only marginally. There was also an improvement in speed which now topped 640km/hr at 7,800m. Armament remained the same though provision was now made for six RS-82 rockets under the wings, or two 100kg bombs. A trial installation of two Beresin machine-guns in gondolas under the wing was tested but not generally adopted. Rear view from the cockpit was improved by providing two triangular windows, while the canopy could slide back; initially the latter had been a cause for complaint by Soviet pilots and was often discarded, thus preferring to

feed the guns. In fact it is in this area, just behind the engine, that the rounds are stored. My assumption is based on the fact that a number of intakes found on the original MiG-3 above the fuselage, between the gun breeches and the cockpit, were removed and replaced by two long streamlined fairings. So some form of modification could have taken place in this department. The exhaust stacks were also slightly modified. The foremost stack was now faired into the engine cowling, with just the stub end visible.

Another major feature of the new MiG-3, which Russian sources simply refer to as 'lengthened version', was the introduction of wing leading edge slats, also fitted to some earlier MiG-3s probably on the field or during major maintenance; this was simple to achieve through the interchangeability of the outer wing panels. Due to these slats, the

flight was rather sluggish and difficult, raising considerable complaints from Soviet pilots. This was no fault of its own, as the aircraft had been designed for high altitude operations. Aware of this, *Luftwaffe* fighters lurked at low levels, forcing Soviet fighters down to their altitude thus forcing them to fight at a disadvantage.

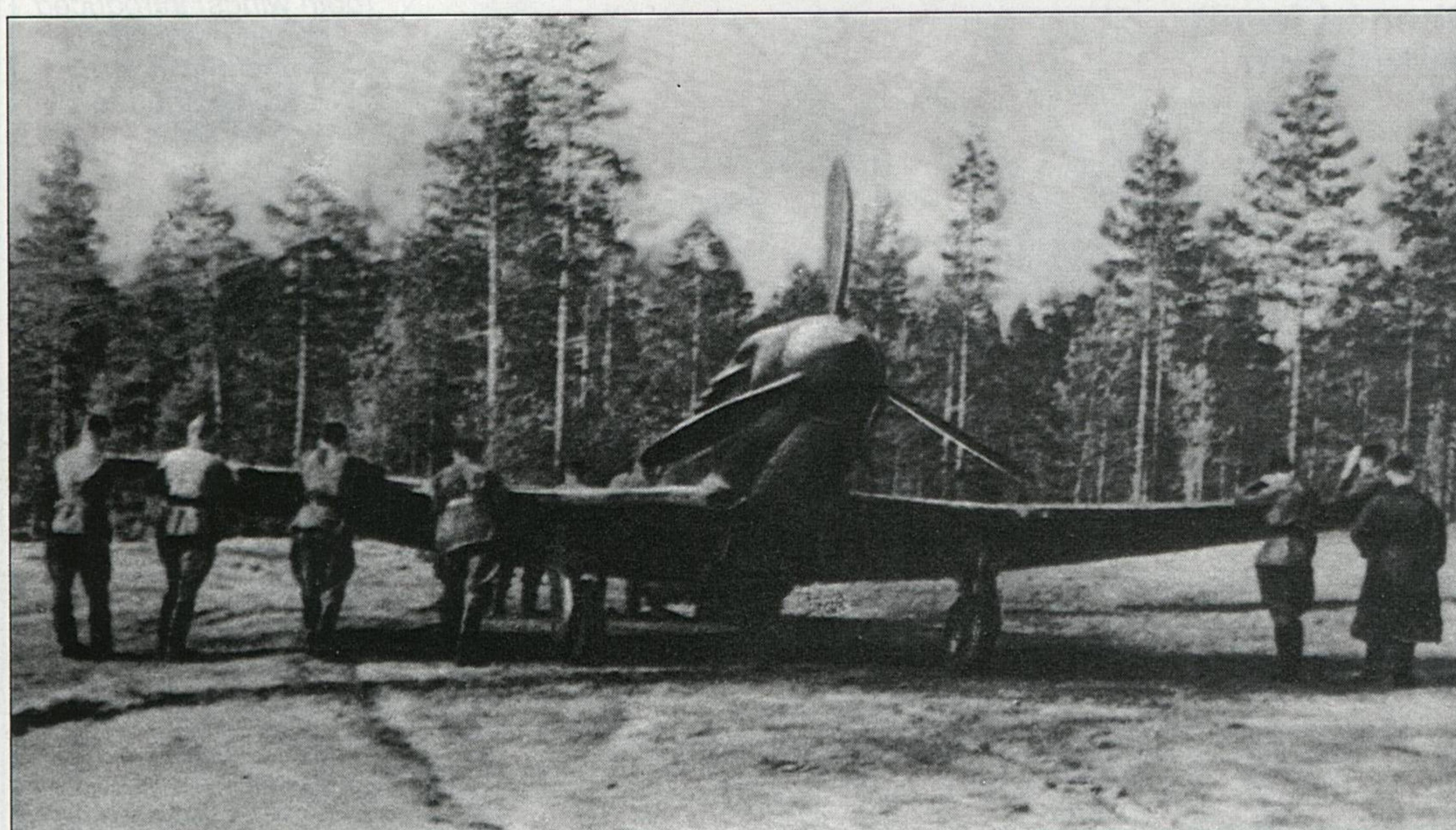
Gradually, the MiG-3 was transferred to the *Protivovozdushnaya Oborona* (PVO – Anti Aircraft Defence) as a point defence interceptor. With the advent of the superlative Yak series of fighters, and later the powerful LAGG-3 and -5, the aircraft was relegated to secondary duties and production ceased in the spring of 1942, though 3,322 MiG-3s had been built by then, following the 100 examples of the earlier MiG-1. Another reason for this was that production of the AM-35A which powered the MiG fighter was stopped in favour of the AM-38, which was given higher priority for fitting in the Il-2.

This was not the end of the MiG-3 in service, as it went to replenish units which were still fighting with the old I-16, and in some cases, the two types could be found operating within the same air regiment or squadron. Amongst others, the MiG-3 equipped the 12 *Gvardeiskii Istrebitel'nyi Aviapolk* (GIAP – Guards Fighter Aviation Regiment), the 16 GIAP under the command of A. Pokryshkin, 2 GIAP, 1 GIAP VVS Northern Fleet, 32 *Istrebitel'nyi Aviationnyi Polk* (IAP – Fighter Aviation Regiment) of the Black Sea Fleet, 27 IAP, 28 IAP, 34 IAP and two test pilot's units, the 401 and 402 IAP.

Special mention of Guard's Colonel Aleksandr Pokryshkin is due, as apart from being a famous Soviet fighter ace he was instrumental in avoiding a catastrophic defeat to Soviet troops in the Rostov-on-Don area. During a routine sortie he spotted Von Kleist's Panzers amassed for a surprise attack which would have certainly wrought havoc to the Soviet Army at such a delicate phase of the conflict. Another ace who flew the MiG-3 was AV Shlopov who early in 1942 formed part of 6th IAP, Moscow Air Defence Zone.

The MiG-3 is certainly one for the lover of the exotic and esoteric, and its pleasing lines will grace any model collection. It has worn some wonderful colour schemes, starting with the two-tone green of the early period, which progressed into a brown/green scheme. From 1943 onwards, those aircraft which remained in service received a uniform green coat on all upper surfaces, while in winter a temporary coat of white distemper was applied, with red upper surfaces of the outboard wing sections to facilitate identification in case of a forced landing.

Richard J. Caruana



Apart from being effective fighting machines in the air, Soviet aircraft had to be able to operate from rough terrain. Here a MiG-3 is pushed into the shelter of the woods at the edge of the flying field, providing it with shelter from prying recce planes flying overhead (RJ Caruana Archives)

bringing the total to 645 litres. These tanks were made of aluminium, and were protected with layers of rubber and tough cord fabric. A plate of 9mm armour was placed behind the pilot's seat.

Outer wing panels, whose dihedral was increased over that of the MiG-1, were entirely constructed of wood covered with delta ply as were the vertical and horizontal tail units, which gave the aircraft a very smooth external appearance. The fin was offset some 1.5° to port to counteract torque. All control surfaces were, however, metal framed and covered in fabric. Split trailing edge flaps were fitted under the wing. The sturdy undercarriage, which had a wide track of 2.8m, completely retracted inwards and was enclosed by main doors attached to the legs and smaller doors hinged to the aircraft's centreline.

A VISH-22E three-bladed variable pitch propeller became standard fit (western

fly in an open, draughty cockpit. Radio fit, whenever carried, varied between the RSI-3 and RSI-4; a radio mast was usually fitted offset to starboard just ahead of the windscreen.

Further Improvements

And here we come to the improved version of the MiG-3. The exact reason for the main modification which is described below is not known, but one could guess that it was introduced to improve the centre of gravity of the aircraft, in a bid to overcome the handling qualities which had dogged this machine.

While retaining the same engine, this was moved 15cm forward from the end of the firewall. This means that the tubular structure which carried the AM-35, and which was bolted to this firewall, must have been redesigned. This could also have had a secondary purpose, that is to increase space for additional rounds to

pitot tube on the starboard leading edge of the wing had to be repositioned on a short pylon attached to the wing undersurface thus allowing clearance for slat actuation. Another recognition feature of this new version was the deletion of louvers in the lower side panel aft of the engine firewall, and new doors which completely enclosed the tailwheel instead of the earlier ones which had a cut-out, leaving part of the tailwheel visible outside.

Service History

Early in 1941, deliveries of MiG-3s to air force regiments began, and the aircraft was found to compete effectively with enemy aircraft above 5,000m (16,500ft) until the end of 1942 when better fighters began to appear on the Russian Front. Below 4,000m it could not hold its ground despite of its superior speed, and closer down to the ground controls became



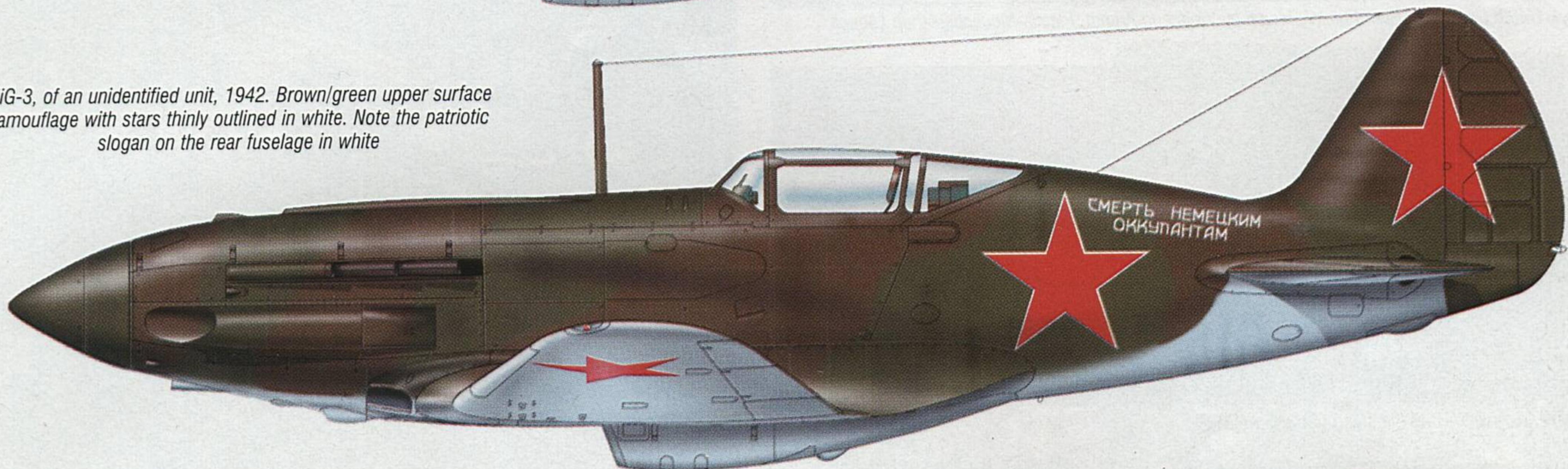
Red Star of Moscow The MiG-3

МиГ-3

MiG-3, black '7', 6th Air Fighter Regiment operating in the defence of Moscow piloted by AV Shlopov, winter 1942. White distemper uppersurfaces; wing upper outer panels red, no upper wing stars

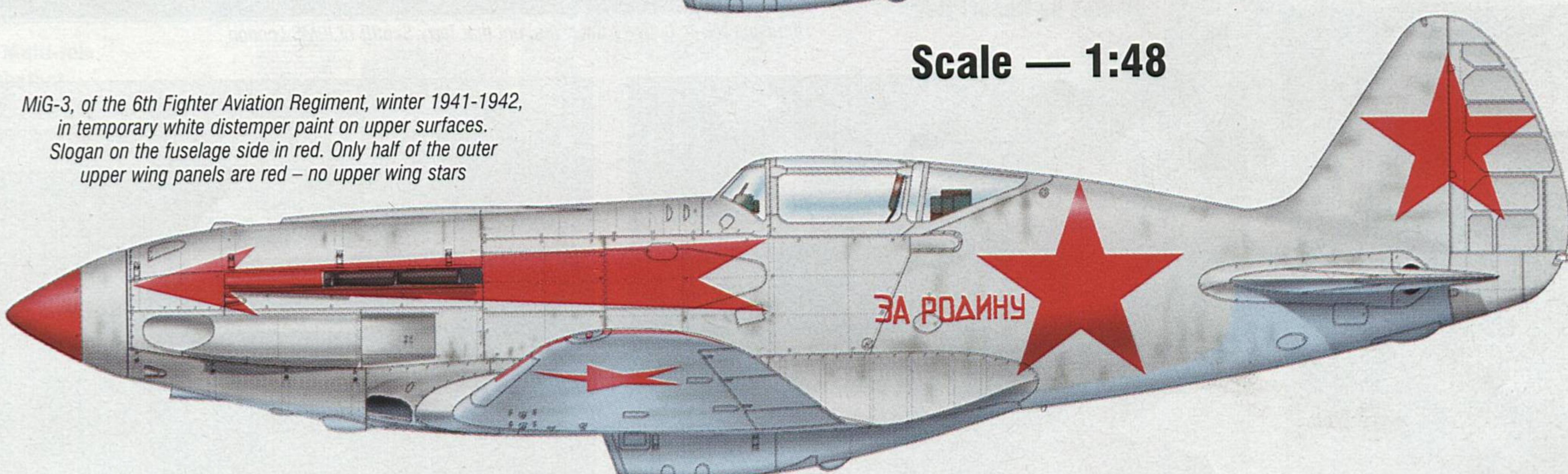


MiG-3, of an unidentified unit, 1942. Brown/green upper surface camouflage with stars thinly outlined in white. Note the patriotic slogan on the rear fuselage in white

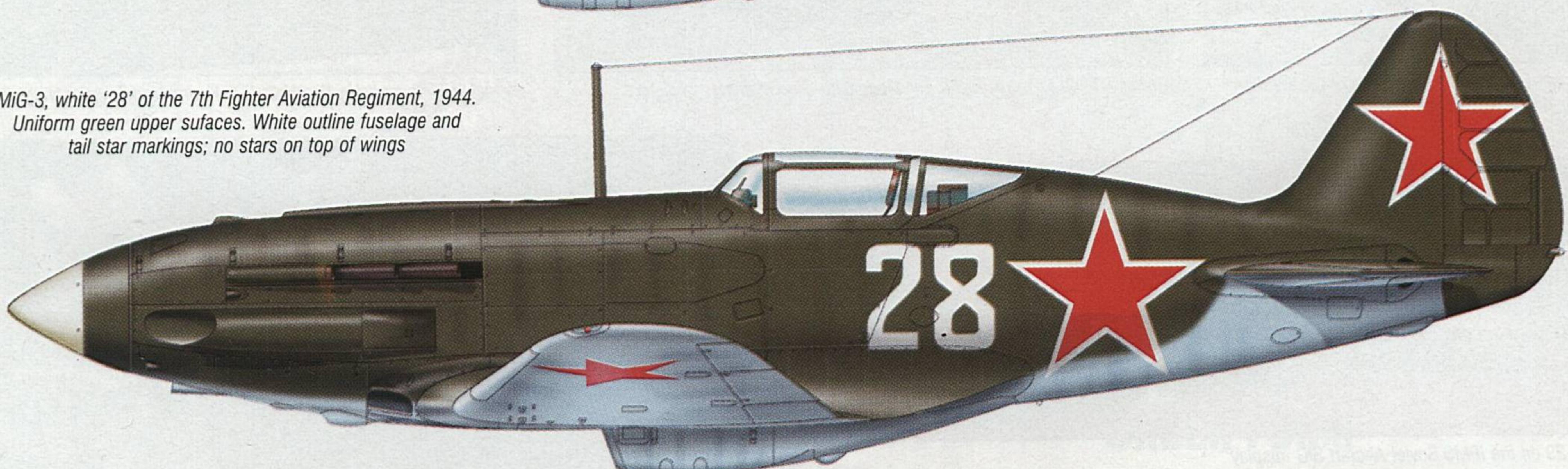


Scale — 1:48

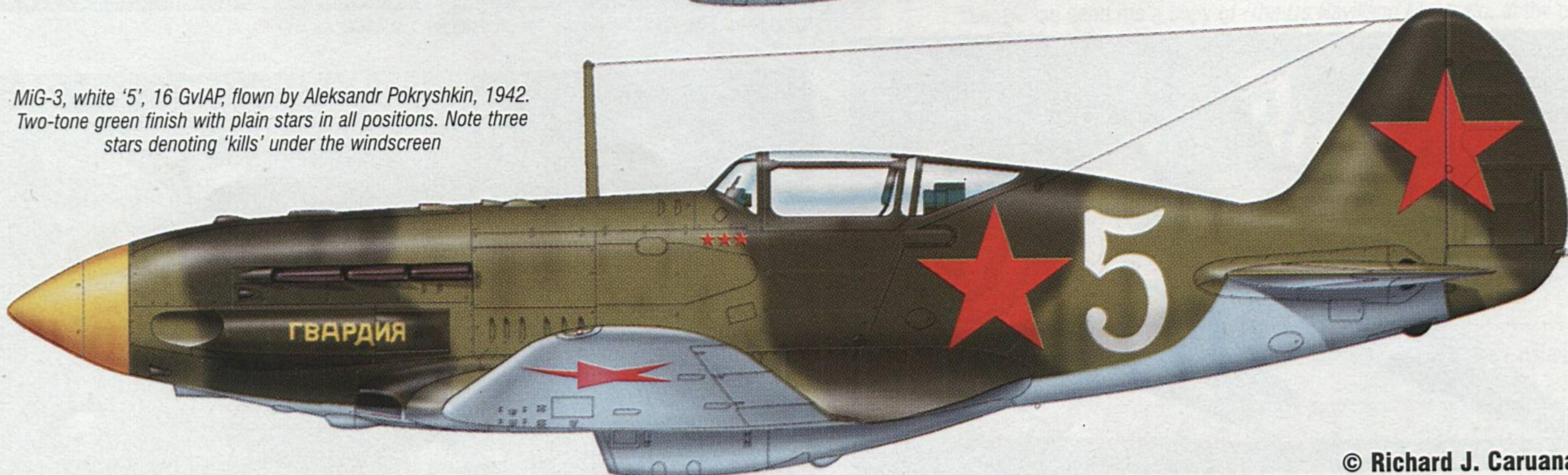
MiG-3, of the 6th Fighter Aviation Regiment, winter 1941-1942, in temporary white distemper paint on upper surfaces. Slogan on the fuselage side in red. Only half of the outer upper wing panels are red – no upper wing stars



MiG-3, white '28' of the 7th Fighter Aviation Regiment, 1944. Uniform green upper surfaces. White outline fuselage and tail star markings; no stars on top of wings



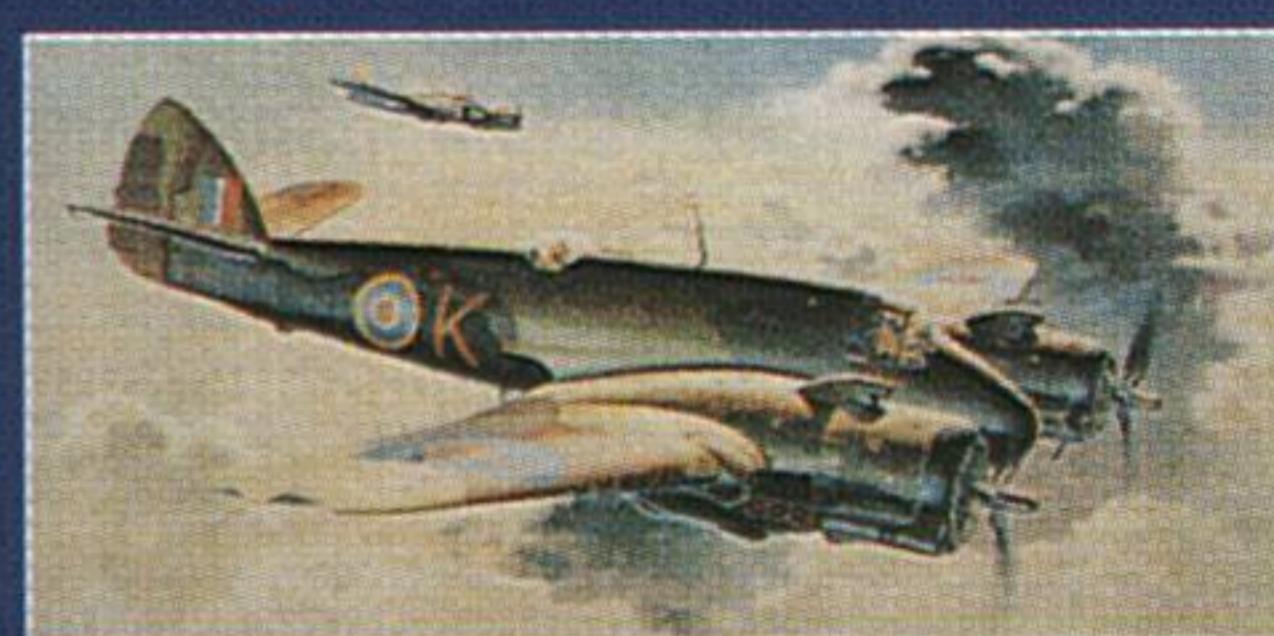
MiG-3, white '5', 16 GvIAP, flown by Aleksandr Pokryshkin, 1942. Two-tone green finish with plain stars in all positions. Note three stars denoting 'kills' under the windscreens



News Update

Hasegawa

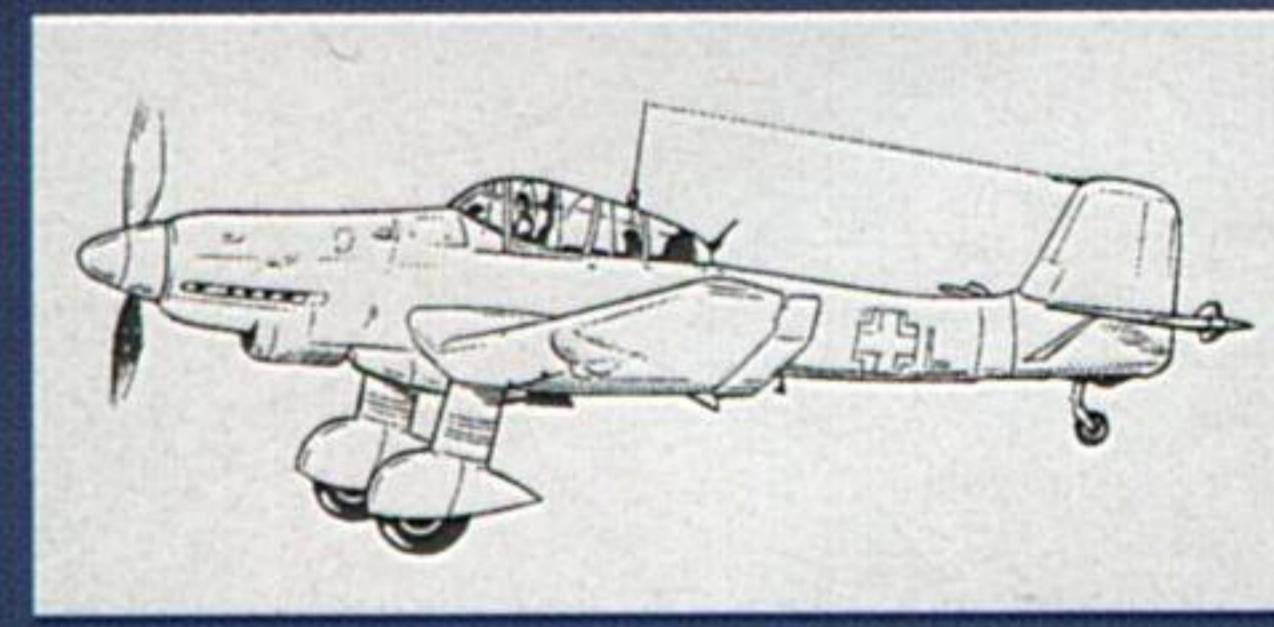
1/72nd Re-issued in late May were the F-111D/F (£13.99), FB-111A (£13.99), Focke Wulf Fw 190A-6 Nightfighter (£8.99) and Hurricane Mk I in Finnish Air Force markings (£8.95).



The Bristol Beaufighter Mk VI was previewed last month (See Vol 4 Iss 5 Page 342) and will be on sale in the UK by the time this is read. Due at the same time will be the EKA-3B Skywarrior (£19.99) and Mitsubishi F-2A (FSX).



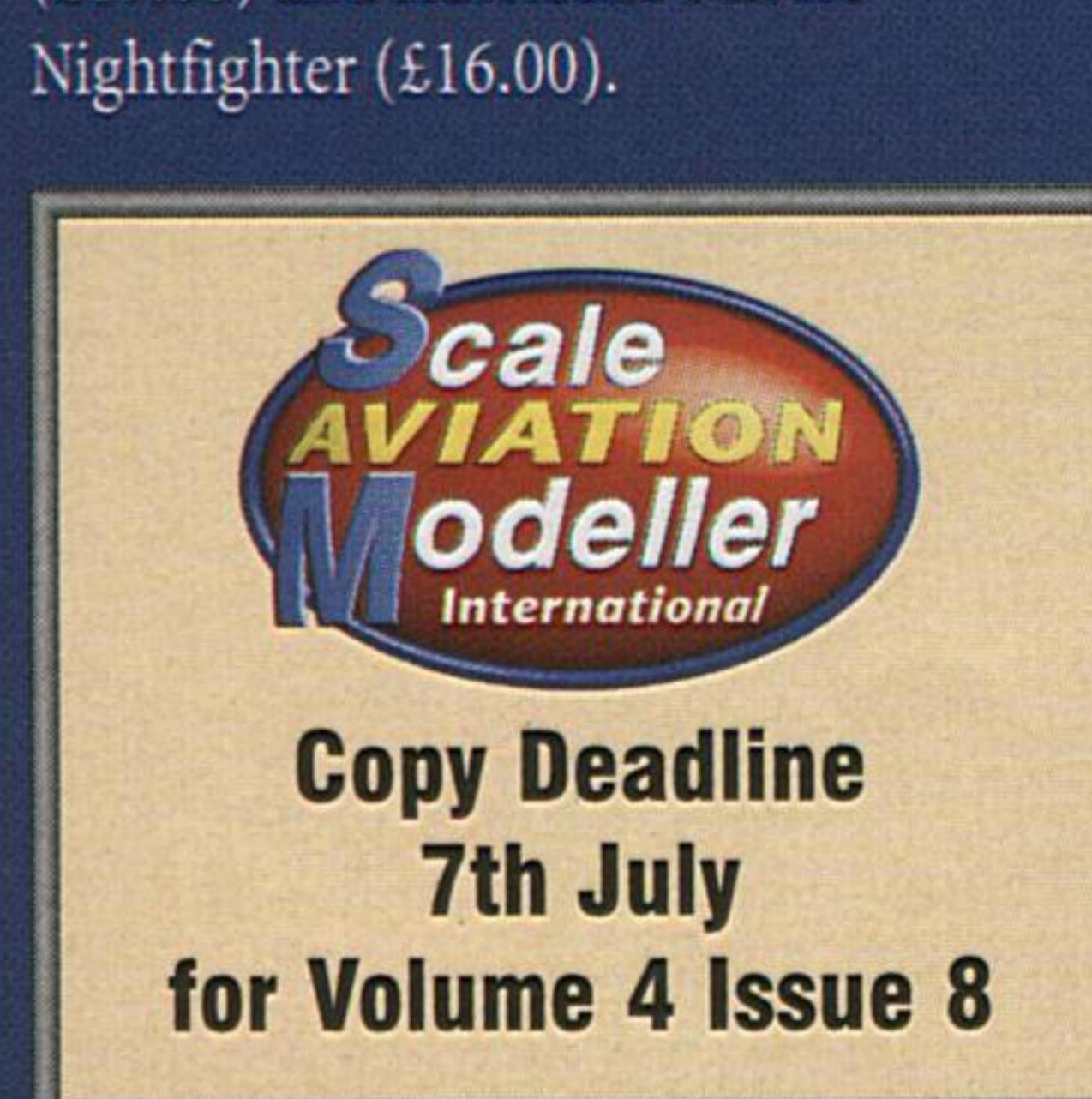
Due in August will be a new set of WWII pilot figures (£5.00) and the Focke Wulf Fw 190A-7 (£8.99).



1/48th Due by the time this is read will be the Hurricane Mk IID (£16.00), Junkers Ju 87D-5 Stuka (£17.50), F-16A Royal Dutch Air Force '45th Anniversary' (£10.75), Messerschmitt Bf 109E-4/7 Jabo (£15.00). Also due will be a set of pilot figures. The set will retail for £9.00 and will include Japanese, Luftwaffe, USAF and RAF examples.



Due in August will be the Messerschmitt Bf 109G-6 in Finnish Air Force markings (£15.00), Aichi D3A1 Type99 Val (£16.00), P-47D Razorback (£19.00) and Hurricane Mk IIc Nightfighter (£16.00).



Sinifer

1/48th

This manufacturer is due to produce the lovely Latecore 298 seaplane as a resin kit in the near future. Decal options will include those of French Air Force, Vichy and Luftwaffe machines.

We have no confirmed UK price or release date as yet.

Bilek

1/72nd

New injection moulded kits of the Aero L-29 Delfin and L-29R/RS Delfin are due soon. Each kit will retail for £6.75

SkyModel



1/72nd

A new kit of the Aeritalia G 222 is due from this source. The kit will be resin with vac-formed clear parts and etched brass details. Decals included will be for Italian and USAF machines, as well as a machine operated on behalf of the Red Cross.

Daedalus

1/72nd

A new resin kit of the Swedish license built Morane Saulnier Type L in the form of the Thulin D (Early) is due from this source.

Red Hurricane

1/72nd

The long-awaited injection moulded kits of the Tupolev Tu-14 and Yak-25 Flashlight are due very soon. They should retail for £19.95 and £15.95 respectively.

Flashback

1/48th

The MiG-3, Fiat Cr.42 in night fighter configuration and Siemens Schukert D.III are all due from this source. They are all based on Classic Airframe or Eduard toolings and will feature new resin, metal and etched brass detail parts.

Also due is the Hansa Brandenburg W.29 and this is an all-new tooling which will include the main parts in limited run injection moulded plastic and resin, metal and etched brass detail parts.

Eduard

1/72nd

The latest kit in the mind blowing 'Strip Down' series is the Piper L-4 Grasshopper. This product is based on the KP kit and features all the tubular structure as etched brass, so you can build the kit in 'skeleton' form. The UK price for this kit is £10.75.

Airfix



1/72nd

Back once again, and welcomed by many I am sure, is the good old H.P. Hampden kit and it retails for £7.99.

Fujimi

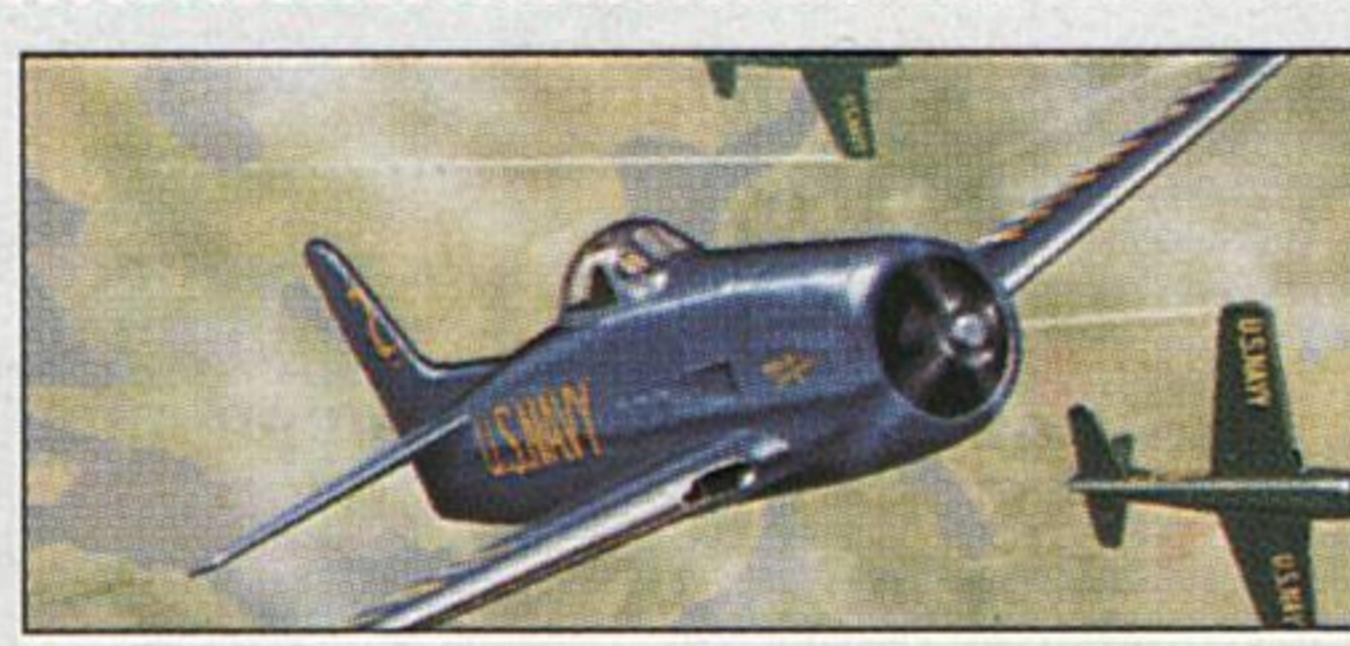
1/72nd

A number of kits have been re-issued by this source. In this scale there are the MH-53 'Desert Storm', A-7D Corsair (£7.99), Junkers Ju 87D-5/8 (£8.99), AH-1S Tow Cobra, AH-1J Sea Cobra and UH-1N Iroquois at £10.99 each.

1/48th

Re-issued in this scale are the F-15 'Tiger Meet' (£24.99), Bf 109G-14/AS, K-4 (£17.99 each), Bf 109G/K, A6M2 Zero, P-51D, Fw 190A-6/9, Spitfire Mk V, Fw 190D-9, Grumman F6F Hellcat, A-4E Skyhawk, Dassault Mirage IIIC, Mirage IIIR, TA-4F Skyhawk, Westland Wasp and Sud Alouette III at £10.99 each.

Hobbycraft



1/48th

The first two new Grumman F8F Bearcats have been released in the UK. These are the 'Blue Angels' and F8F-1B French Indochina examples and they retail for £12.99.

Merlin Models

1/72nd

The latest limited run injection moulded kit from Merlin is the Kaman HOK-1 helicopter and it retails for £10.95.

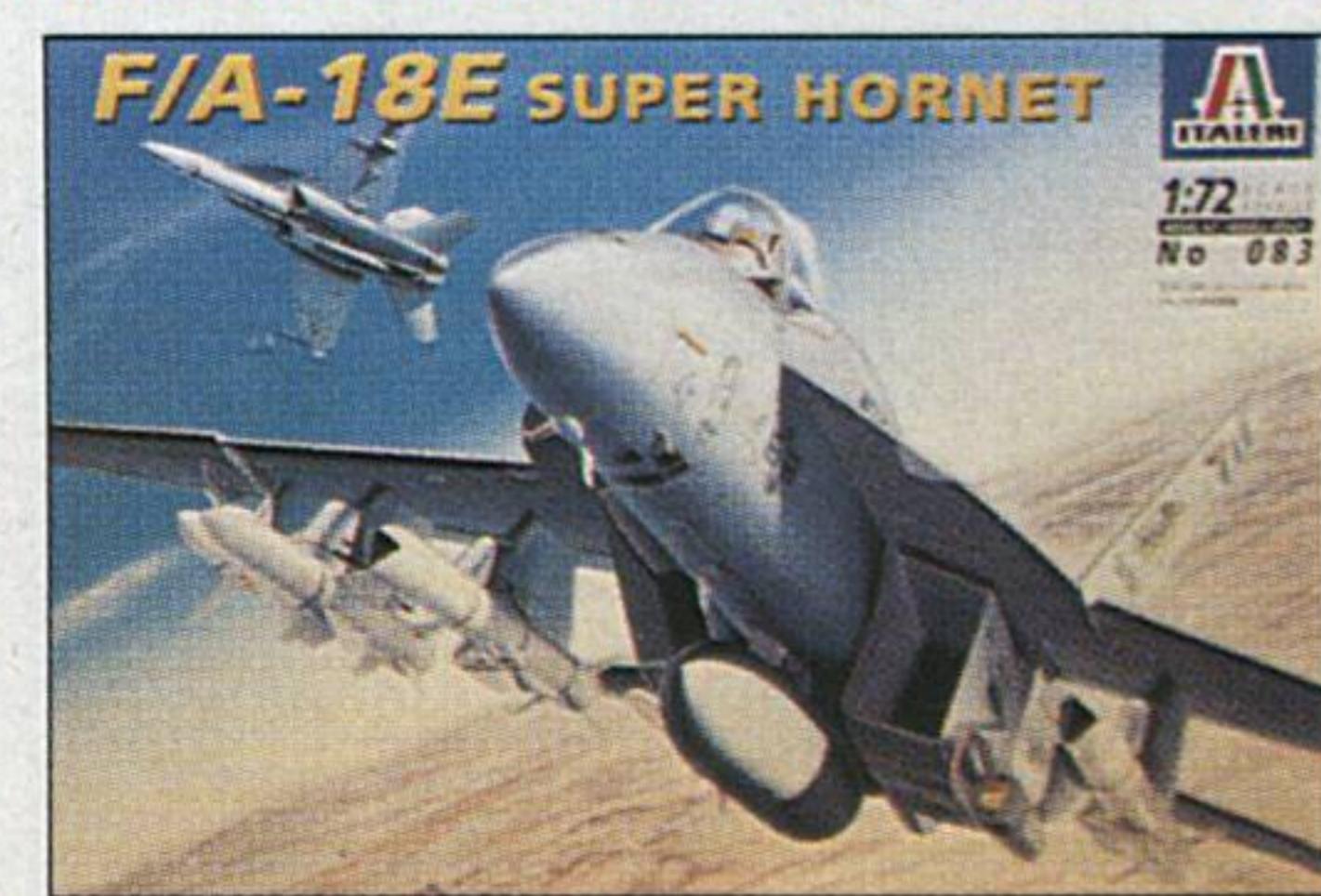
Noix Models



1/48th

Two stunning new kits of Schneider racers have been released from Noix. The Macchi M.52 and M.67 are both resin kits with metal detail parts and decals and they are well up to the stunning quality that this manufacturer achieves.

Italeri



1/72nd

Apart from the P-51 and A-10 previewed elsewhere Italeri has also released the F/A-18E Super Hornet. The kit is all-new and retails for just £7.99.

Tamiya

1/48th

The next release from Tamiya will be the Lockheed F-117A Stealth and this kit will indeed retail for £34.50.

Confirmed now, no matter what you see on the Net, is the De Havilland Mosquito. Examples of the FB Mk VI in completed and component form were recently on show in Japan. Along with the FB variant will be the B Mk IV Series II and the UK price should be £15.99 each. There is no hint of the UK release date as yet.

RugRatResin

1/72nd

The latest kit from this source is the Cessna Bobcat/Crane. This resin kit features metal detail parts and decals for RAF and USAF machines. The UK price for this product is £26.75.

Academy



1/72nd

The new P-39Q Airacobra and P-47D Thunderbolt Razorback were released in late May. Each kit is excellent and features recessed panels lines and excellent interior detail, not bad for £4.99 each!

Combat Models

1/32nd

New vac-formed kits of the Vickers Wellington Mk I to XIV have been produced by this firm and retail for \$64.95 plus shipping.

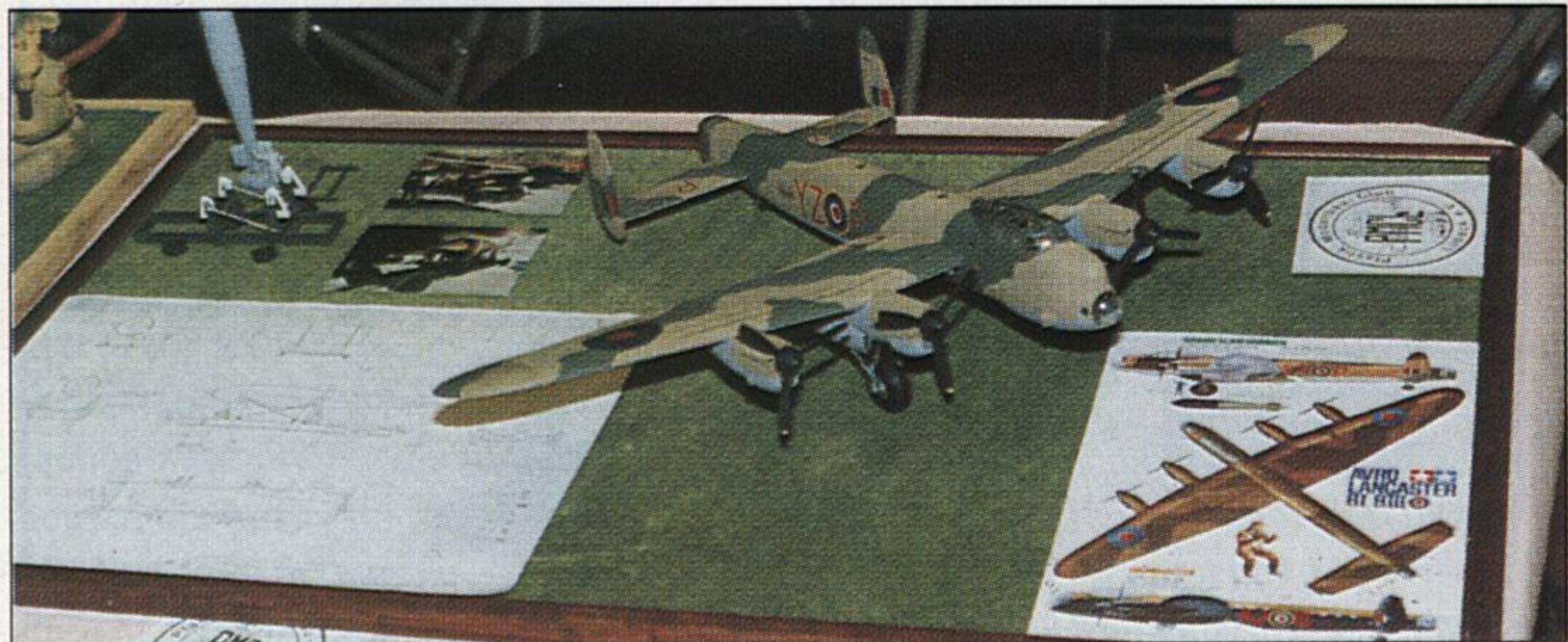
Due after this will be the I.A.R. 80 and Hs 123, although we have no release date or price for these.

1/72nd

A vac-formed kit of the Dornier Do-X is also due.

Southern Expo 1998

28th–29th March



Tamiya 1/48th Lancaster 'Grand Slam', Model by Wolfgang Arendt, Plastik-Modellbau-Club Lübeck

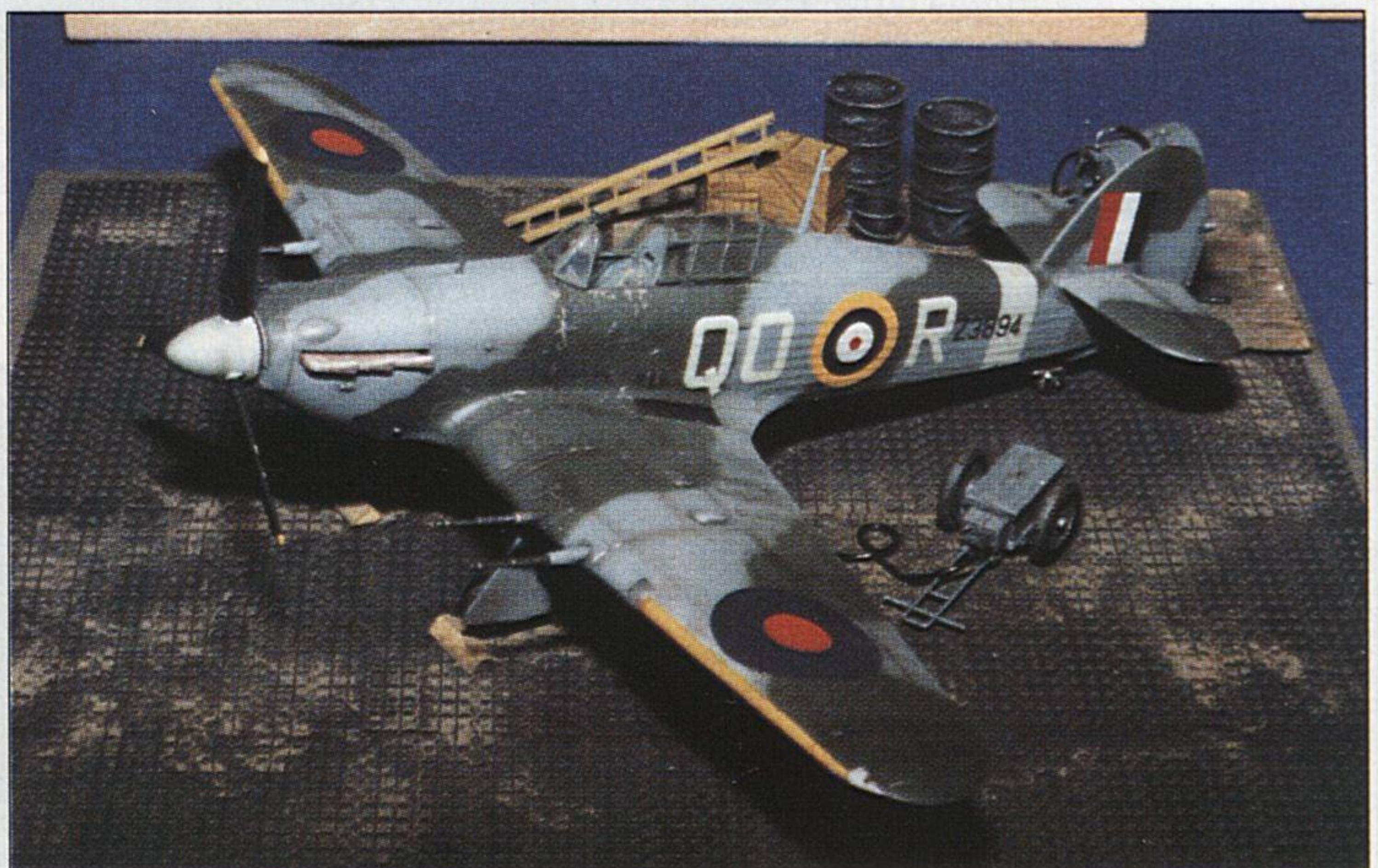


Once again, the event raised money for the local hospice, this time raising £3,000

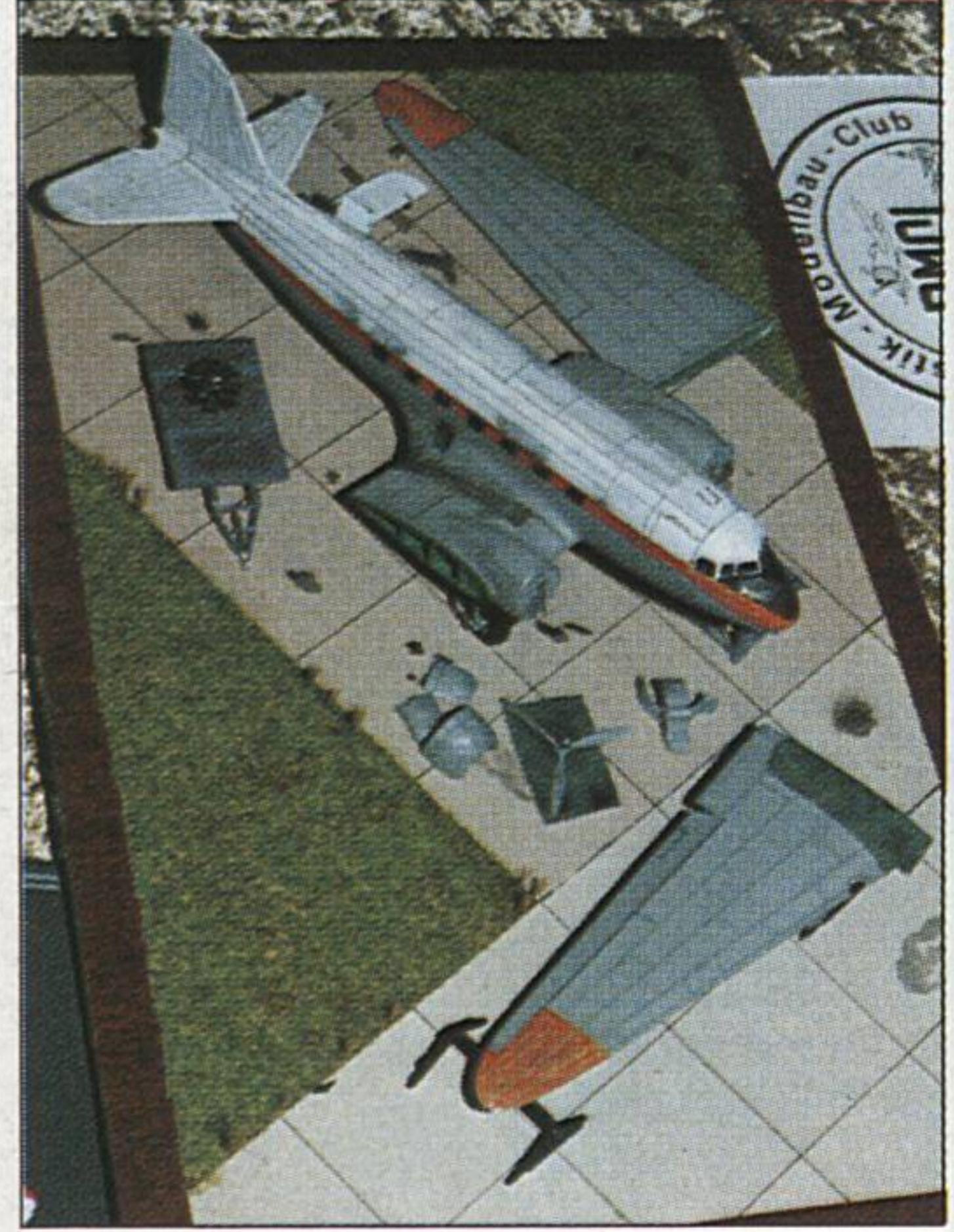


Antonov An-71 AWAC on the stand of the Soviet SIG

Photos by Robert Day



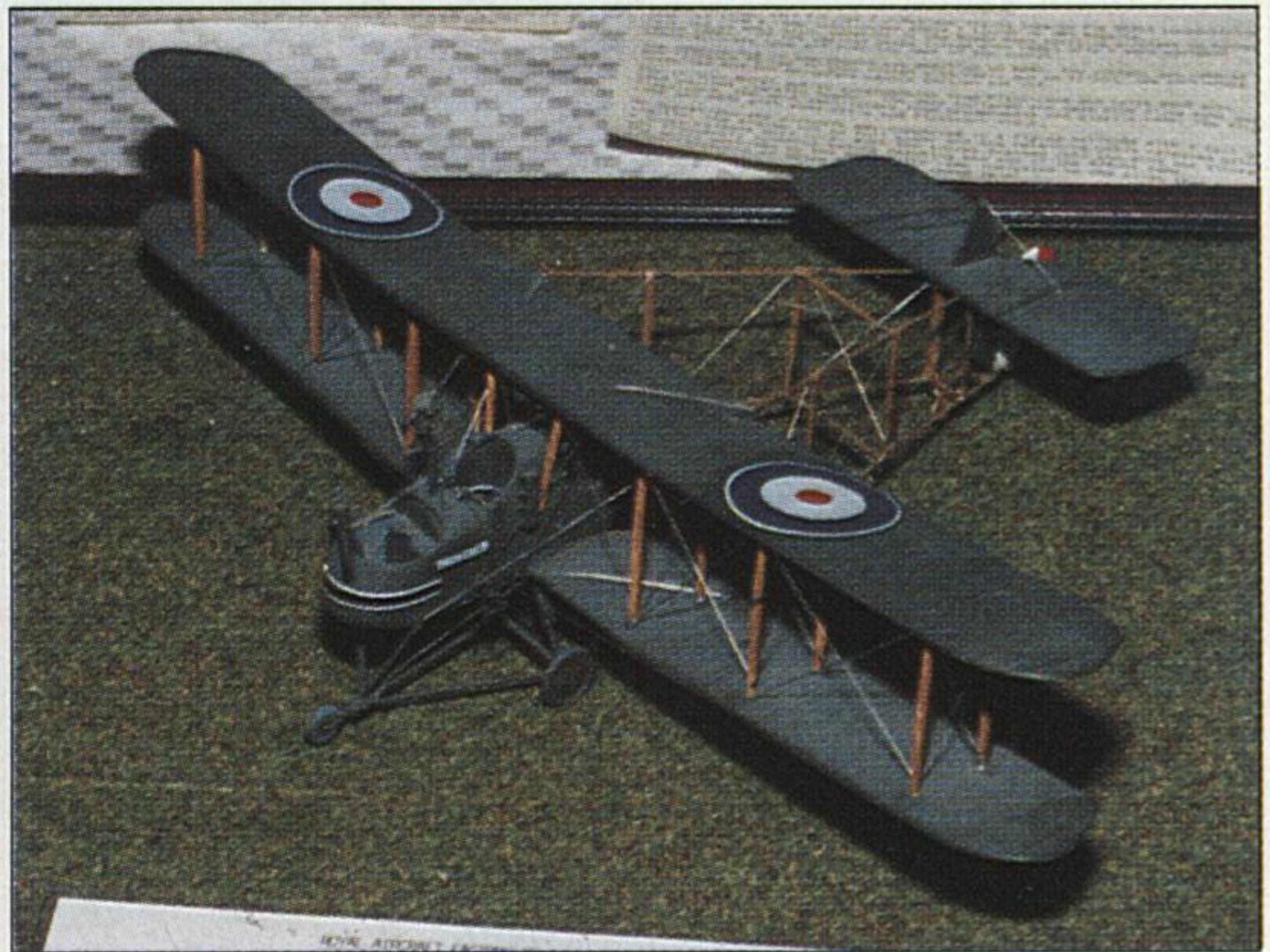
Hurricane Mk IIC by Terry Scott (no, not that Terry Scott!) of IPMS London



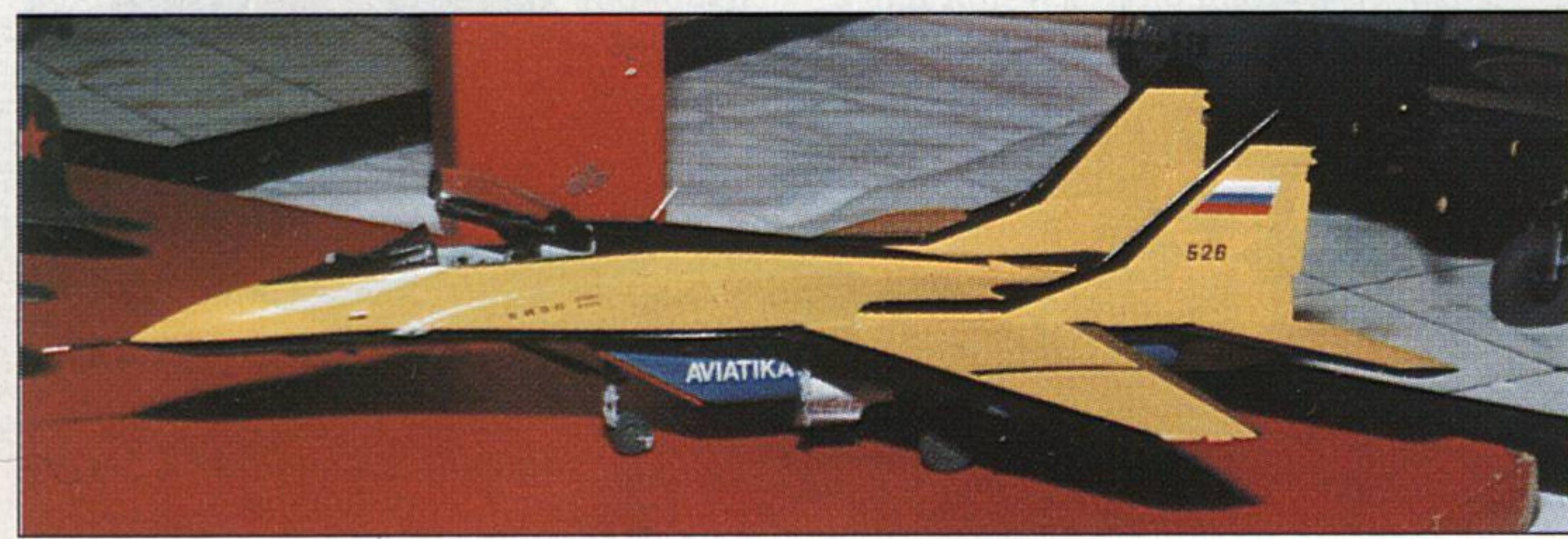
Douglas D-3 by Jens Dahlmann of the Plastik-Modellbau-Club Lübeck



Revell 1/72nd Sikorsky H-34, 1er Modellbau-Club Mainz



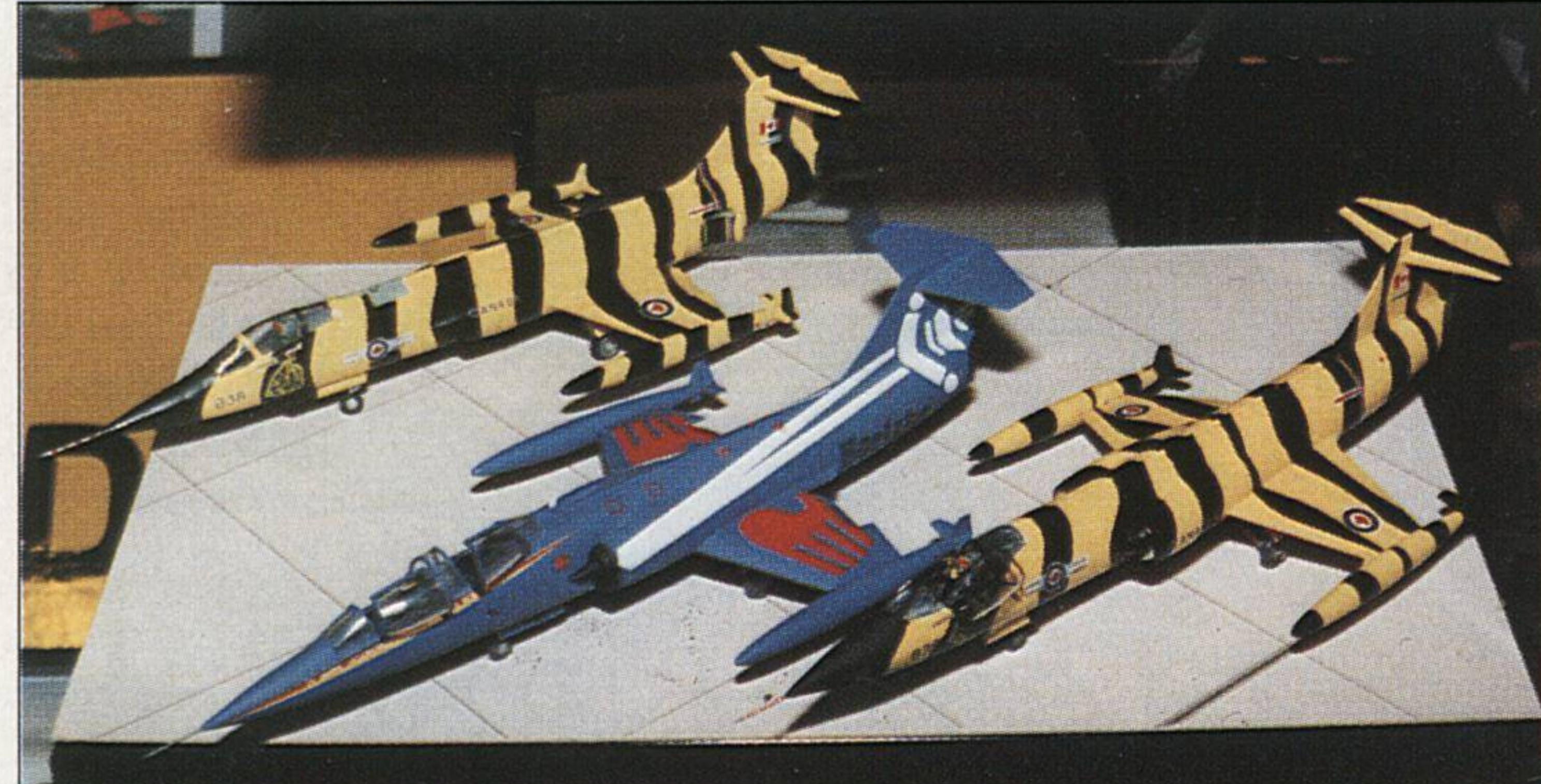
Aeroclub FE 2b model by Rod Holland of Kestrel Models (seen on the Chiltern stand)



MiG-29 on the IPMS Soviet Aircraft SIG display



Italeri Sukhoi Su-34/32FN on the 1er Modellbau-Club Mainz stand



1/72nd scale F-104s on the IPMS South East London stand

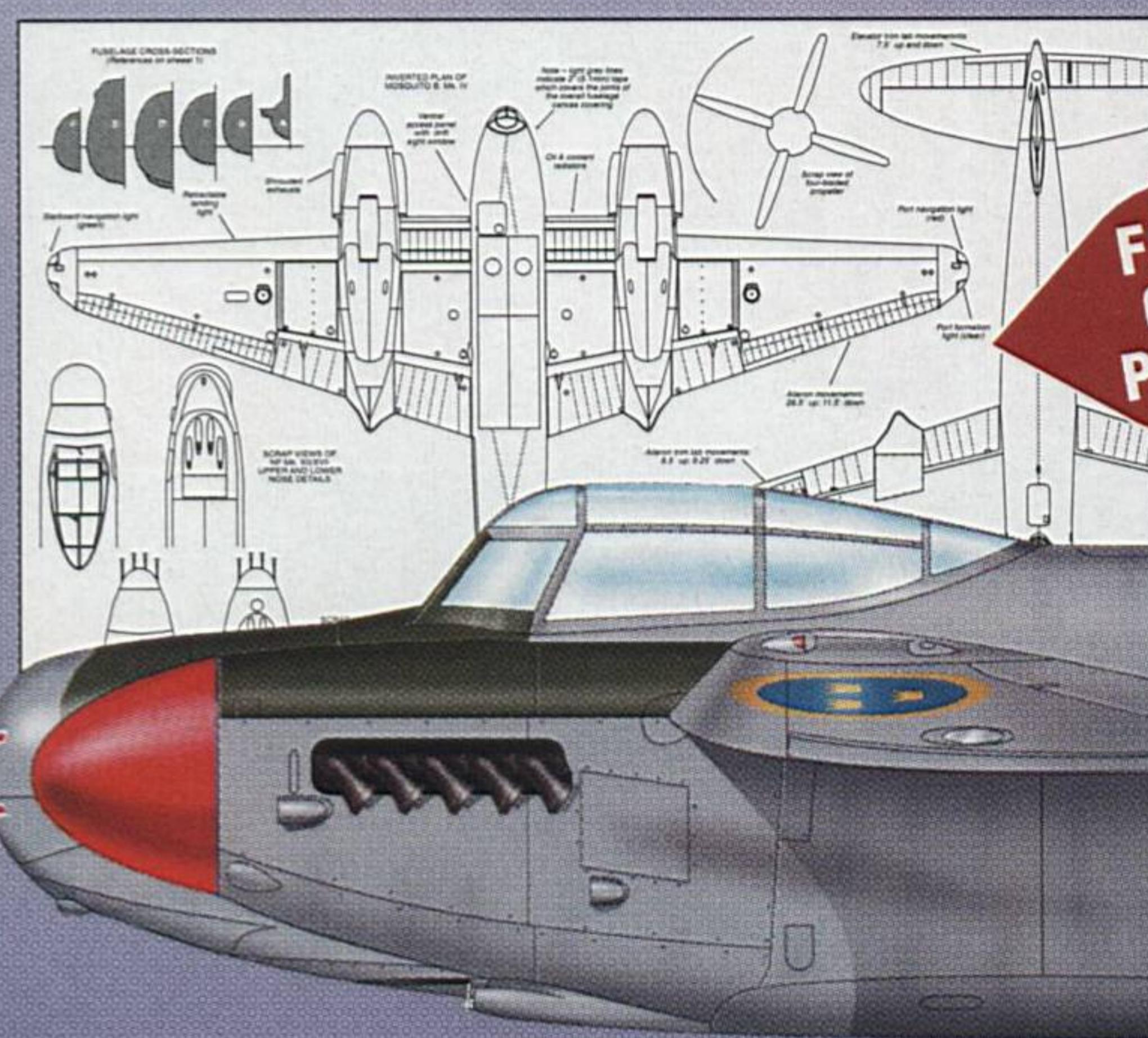
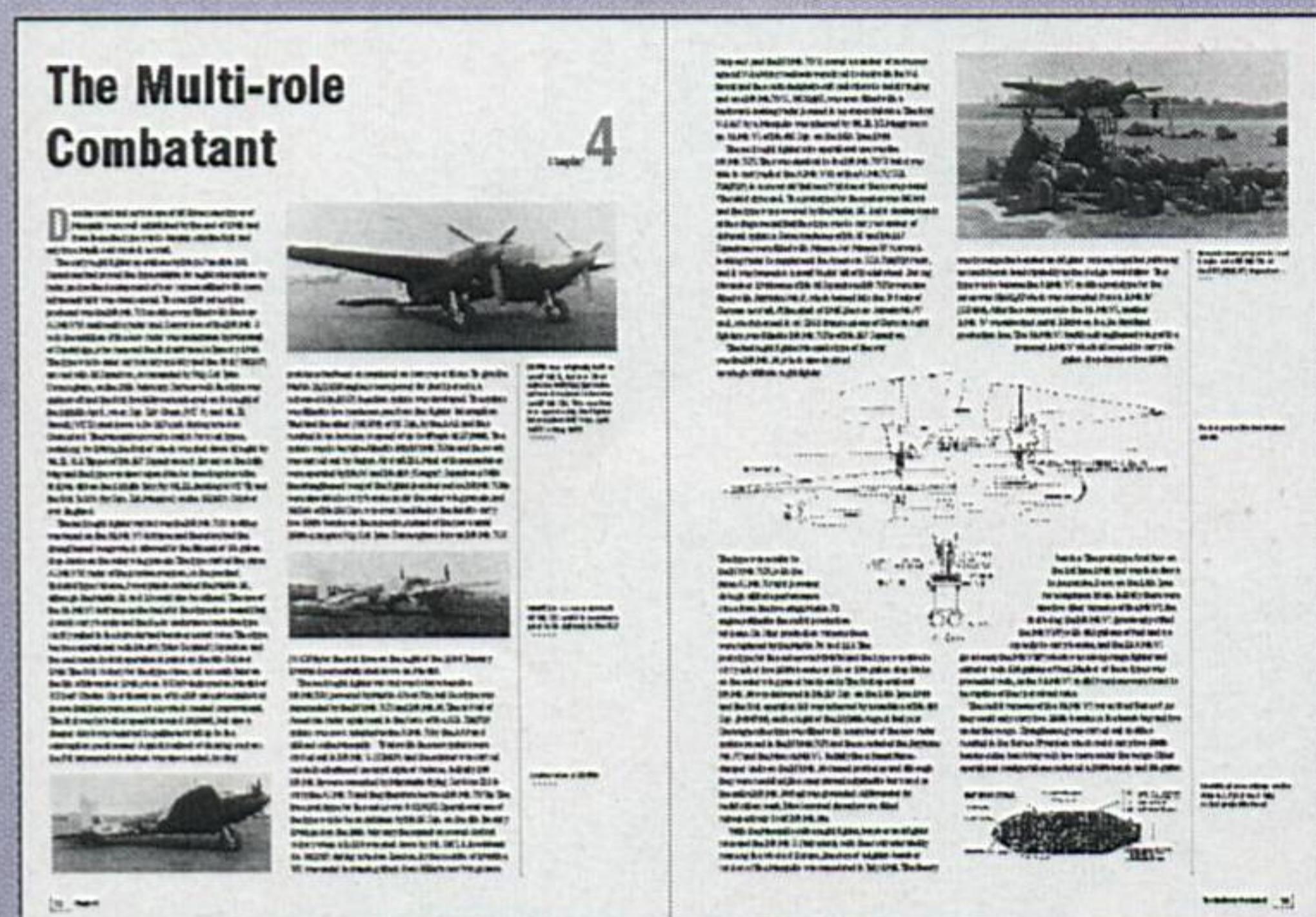


A-4 Skyhawk on the Norfolk Scale Aircraft Model Group display

THE DE HAVILLAND MOSQUITO

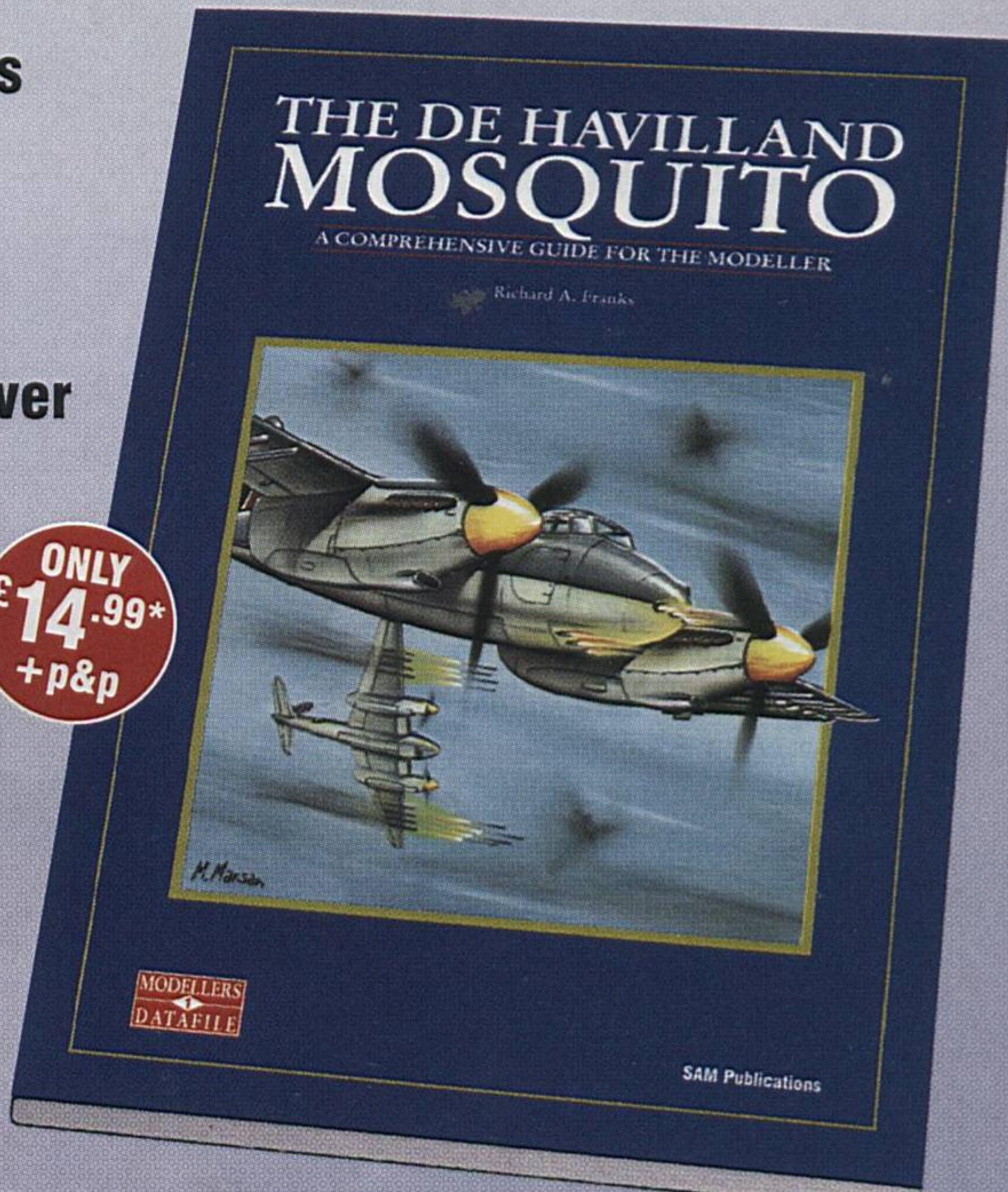
A COMPREHENSIVE GUIDE FOR THE MODELLER

Written by
Richard A. Franks
Artwork by
Richard J. Caruana,
Steve Benstead &
Anthony Oliver

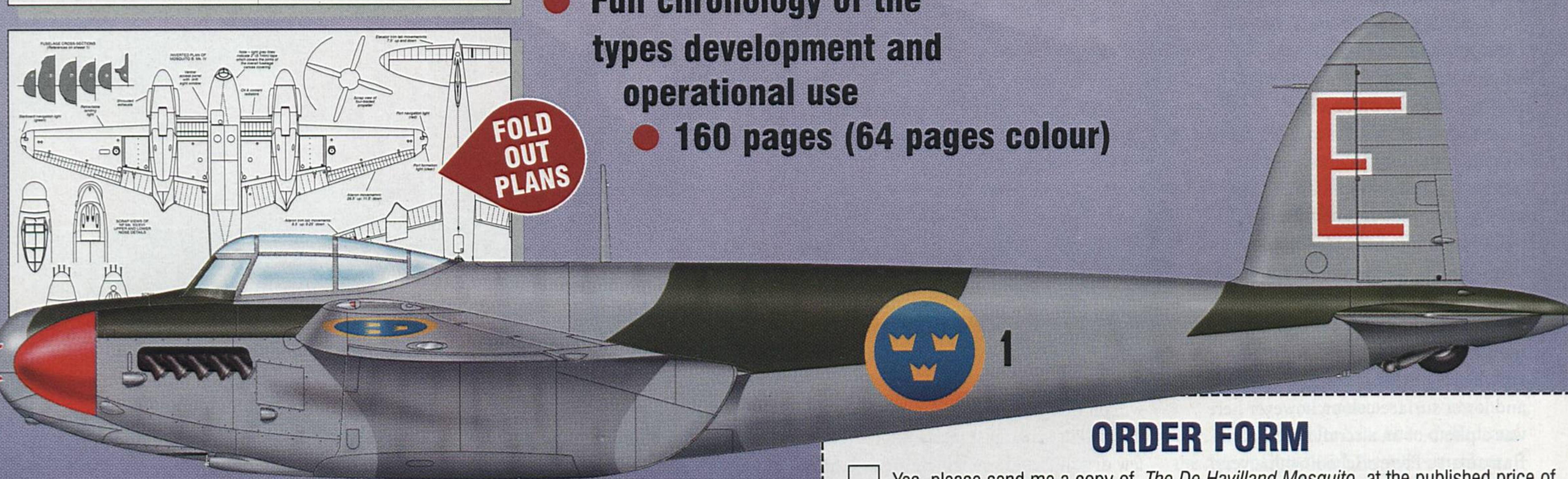


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Japan's

'Flying Dragon'

by Peter Fearis

Without doubt Japan's most formidable bomber of WWII was Mitsubishi's Ki-67.

Known in Japan as the Hiryu 'Flying Dragon', to the allies it was the 'Peggy'. Serving with both the Army (for whom it was initially designed for) and the Naval Air Force, the design proved to be an outstanding aircraft.

First entering service in 1943 after a long protracted development it soon began to find favour with its crews. Despite its size (approximately the size of a Wellington bomber) the 'Hiryu' was manoeuvrable, long ranged, carried an effective load, was well built and fast. Because of these many attributes the 'Hiryu' was to be found in many guises; bomber, torpedo bomber, glider tug, mother plane (for the I-GO A guided missile), heavy interceptor (Ki-109) and finally as a suicide plane.

The 'Hiryu' to me had always been a most attractive aircraft with its sleek lines and large engine cowls, so to cover this aircraft in this series was indeed a joy! The only problem to me was to decide on which variation to model; should I build the bomber or the fighter, or perhaps a conversion to a suicide aircraft! After much umming and aahing my mind was finally made up by a photograph I found in the Maru-Mechanic title covering the 'Hiryu'. The aircraft was the standard bomber version, but what persuaded me to model this aircraft was the colour scheme! Most 'Hiryu' flew in a scheme consisting of a single solid upper and lower surface colour, however here was a photo of an aircraft based at the Hamamatsu Flying School with a very different scheme! More about that later. My basis for the model is the old LS Ki-67 model that originally came out in the early 1960's, I believe 1962!

At this point I would like to say I have nothing against old kits! If it was not for this model we would not have a 'Hiryu' to build, and for a model over 35 years old it is very good.

The Kit

As stated this is an old kit, but in general it is not bad at all. LS have given the surface a scale representation of the rivets which are very acceptable, the only items I personally do not like are the engraved positions for



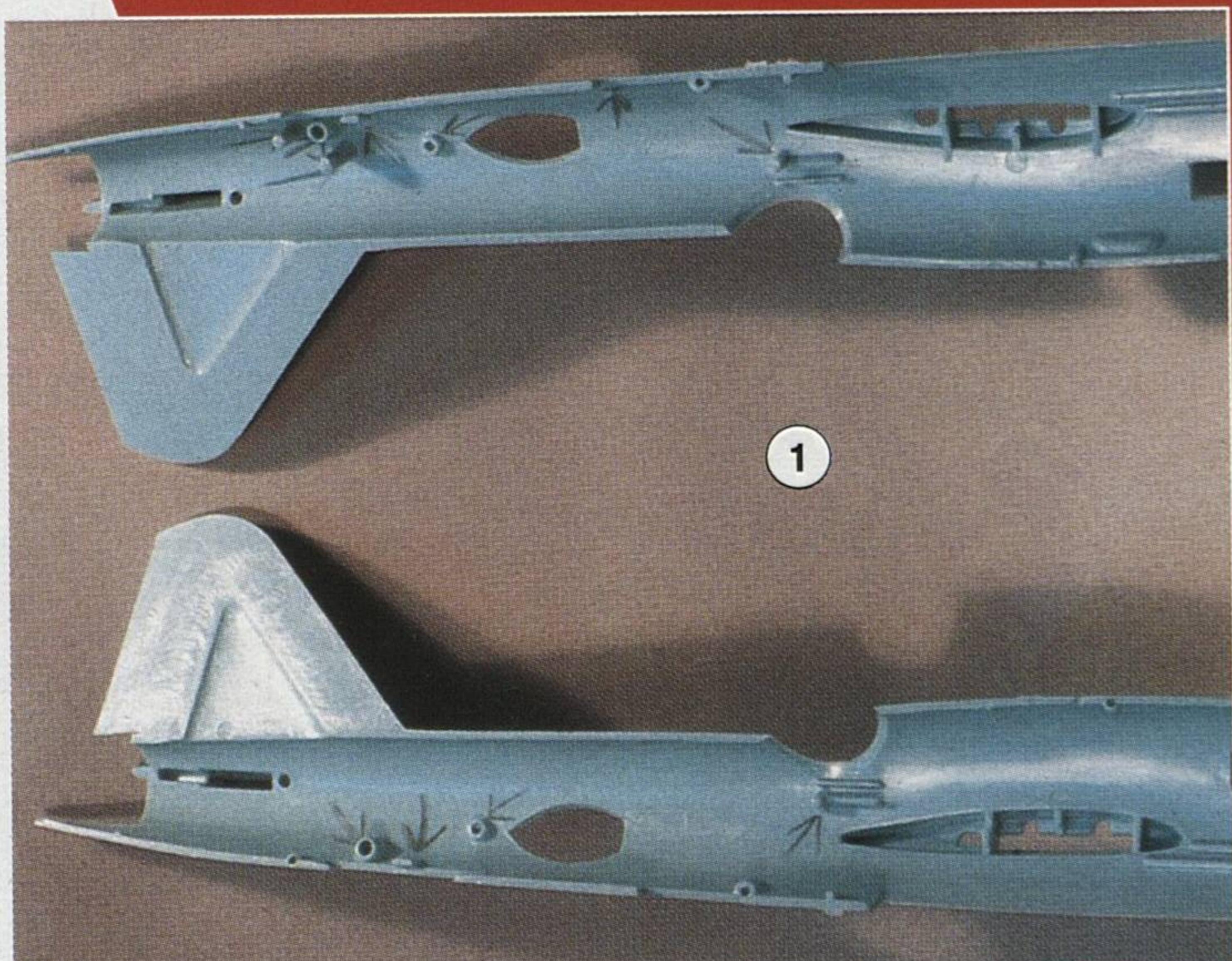
the Hinomaru. There are a substantial number of parts, most of which are fine. One can tell quite easily that this is a 60s kit, it's full of gimmicks: moveable control surfaces, opening and closing bomb bay doors and the provision to put little electric motors in the nacelles to make the props go round.

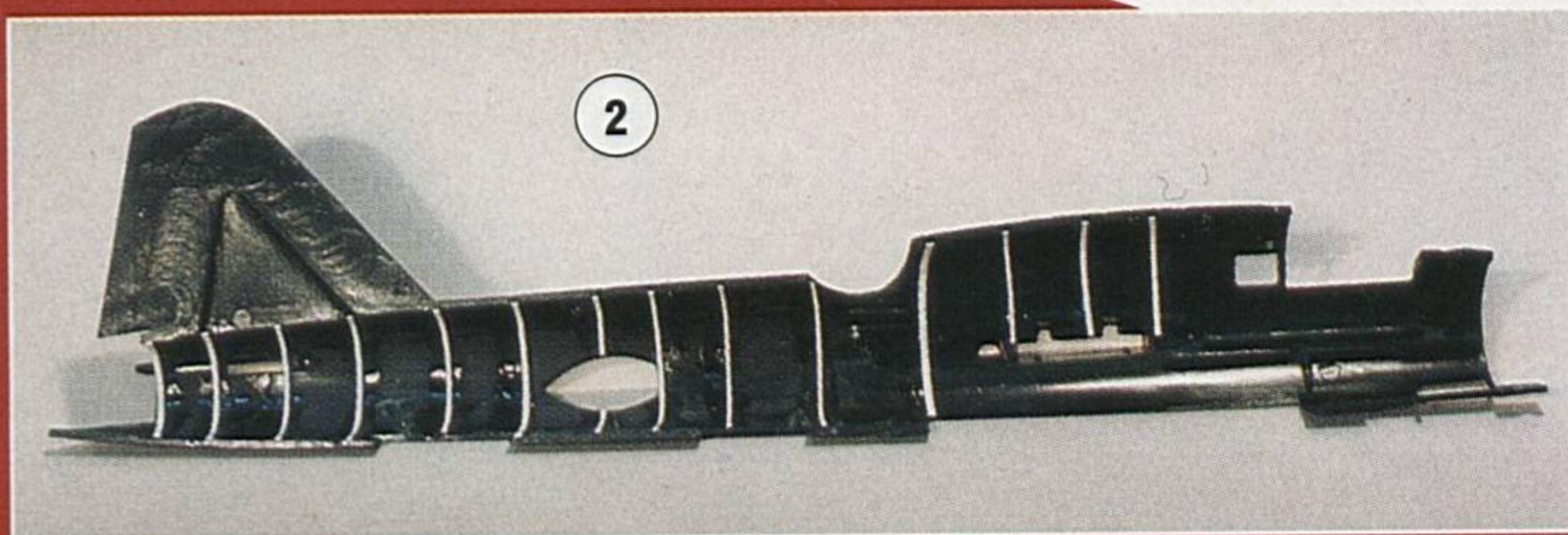
Before going to the main part of this article I would like to stress that some of the work that will need to be carried out will on first impressions appear to be difficult. It is not, just take a little care, do a few dry runs and you will be amazed how simple the task really is.

• Stage 1 - The Interior

The first task to tackle is removal of unwanted lugs within the fuselage halves. These can be removed using a sharp new blade and some wet and dry paper, photo 1 illustrates (using arrows) the areas to be removed. Once done the task of adding the formers can be carried out (photo 2).

Certain items supplied in the kit are, shall we say, 'a little on the heavy side', these being the floor structures and bulkheads. It seemed the most logical action to replace these with items fashioned from 20 thou plastic card, using





the kit items as templates. With the aid of the photos (●3 through to ●9) it will be possible to build up a far more convincing interior. I would like to mention at this stage that I made a bit of an error! I attached the flooring and bulkheads to the starboard (right) side of the fuselage. This makes

were made from small pieces of Milliput formed to shape and given texture by gently pushing the back of a knife blade in a diamond pattern. These pads are then left overnight to go hard before being glued into place.

When I was fully satisfied with the interior it was given a coat of paint. For my particular model I chose to paint the interior with a mix of 50% Xtracolor

(Aotake), 40% Medium Green (any will suffice) and 10% Dark Grey; this will give the original colour a more pleasing look.

Using various greens and greys I picked out the details, then finally give the interior a gentle dry brush of a 50/50 mix of silver and matt black to highlight areas. When fully satisfied with the interior the two halves of the fuselage are joined together and the nose glazings become the next target for attention.

When observing the photos of the glazed nose of the

'Peggy' the most obvious feature is the framework on the inside. This framework is totally missing from the kit and its addition improves the overall appearance of this area tremendously. For this task you will need the following: 20 thou plastic card, circle cutter, ruler, a 0.05 drill and patience!

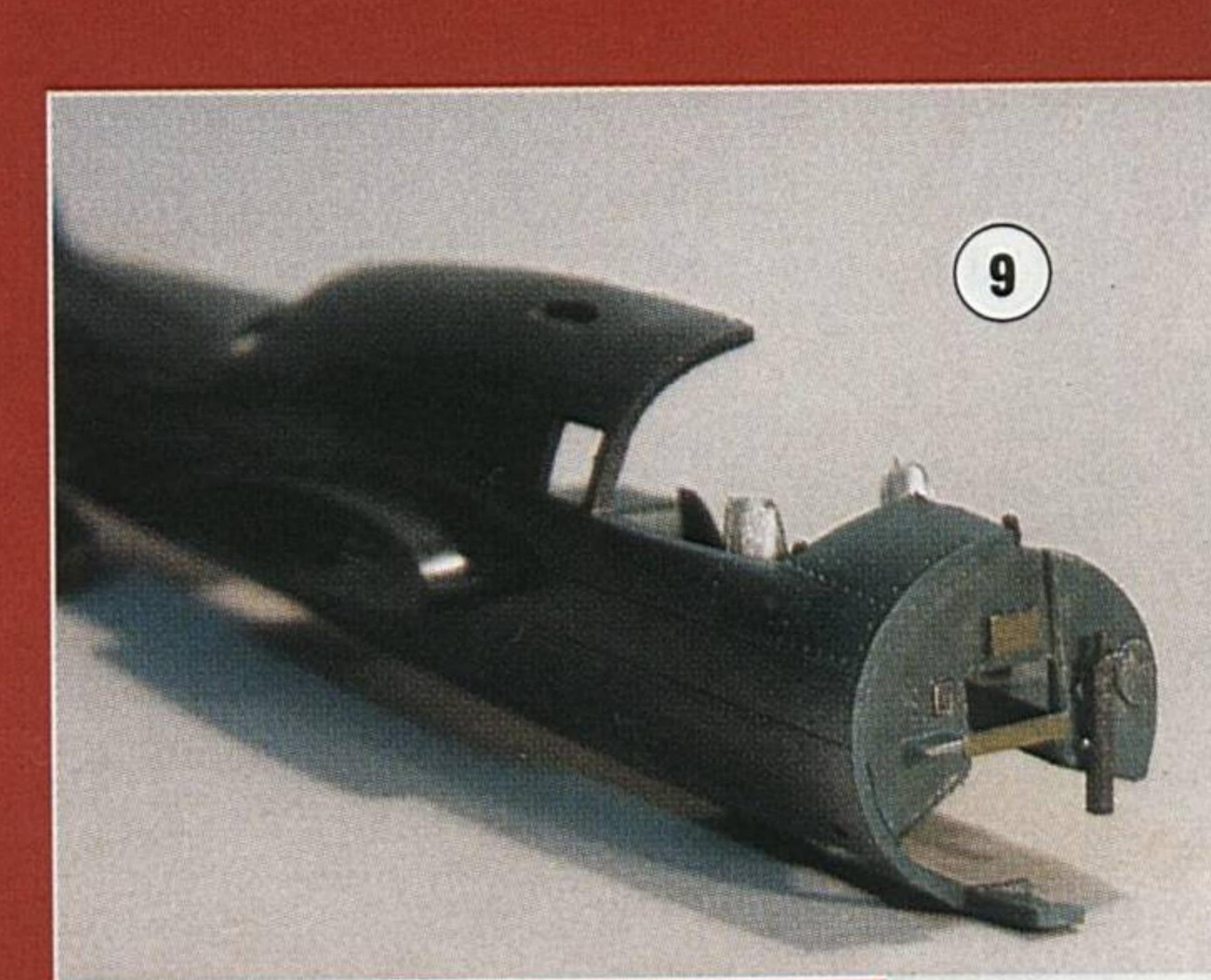
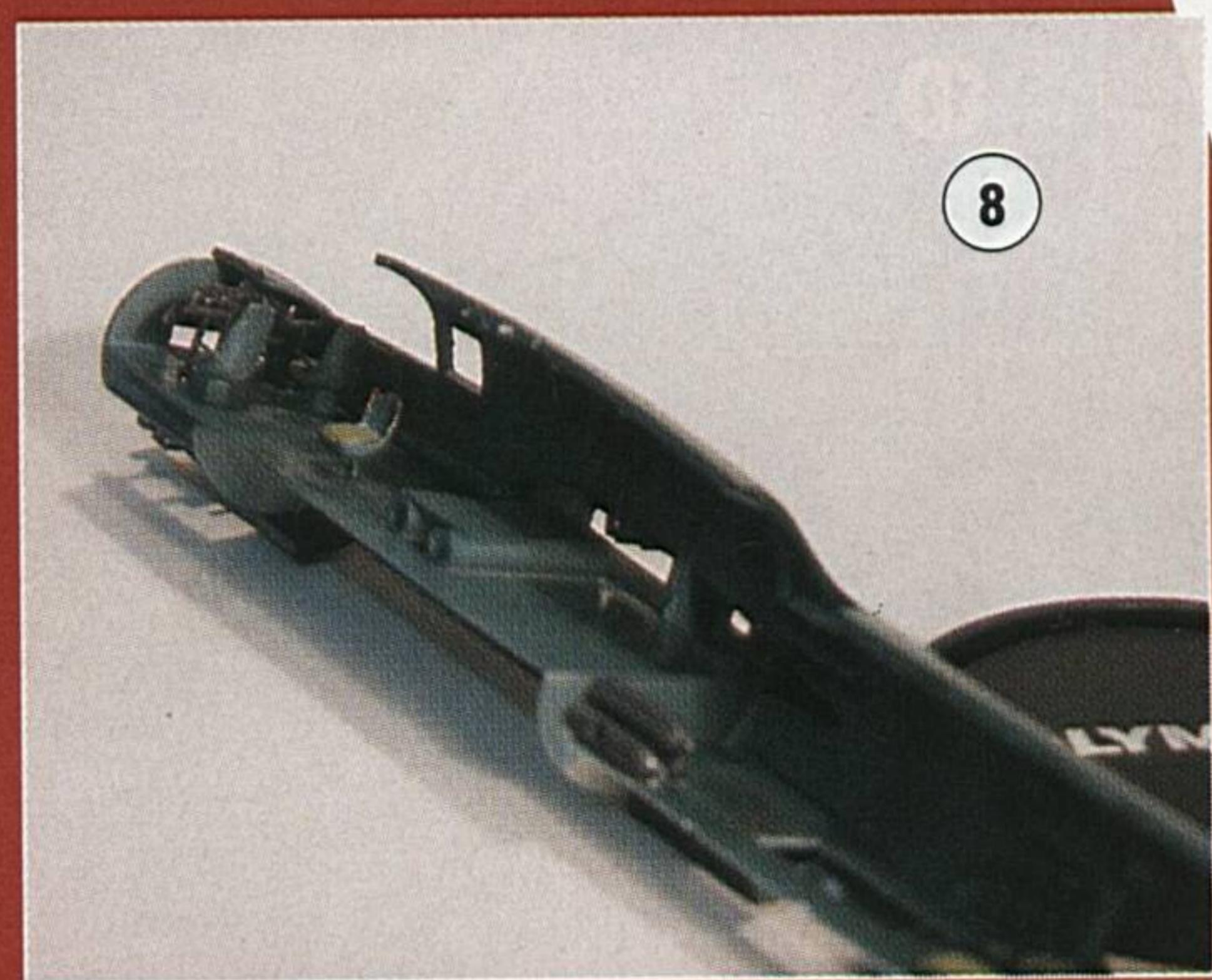
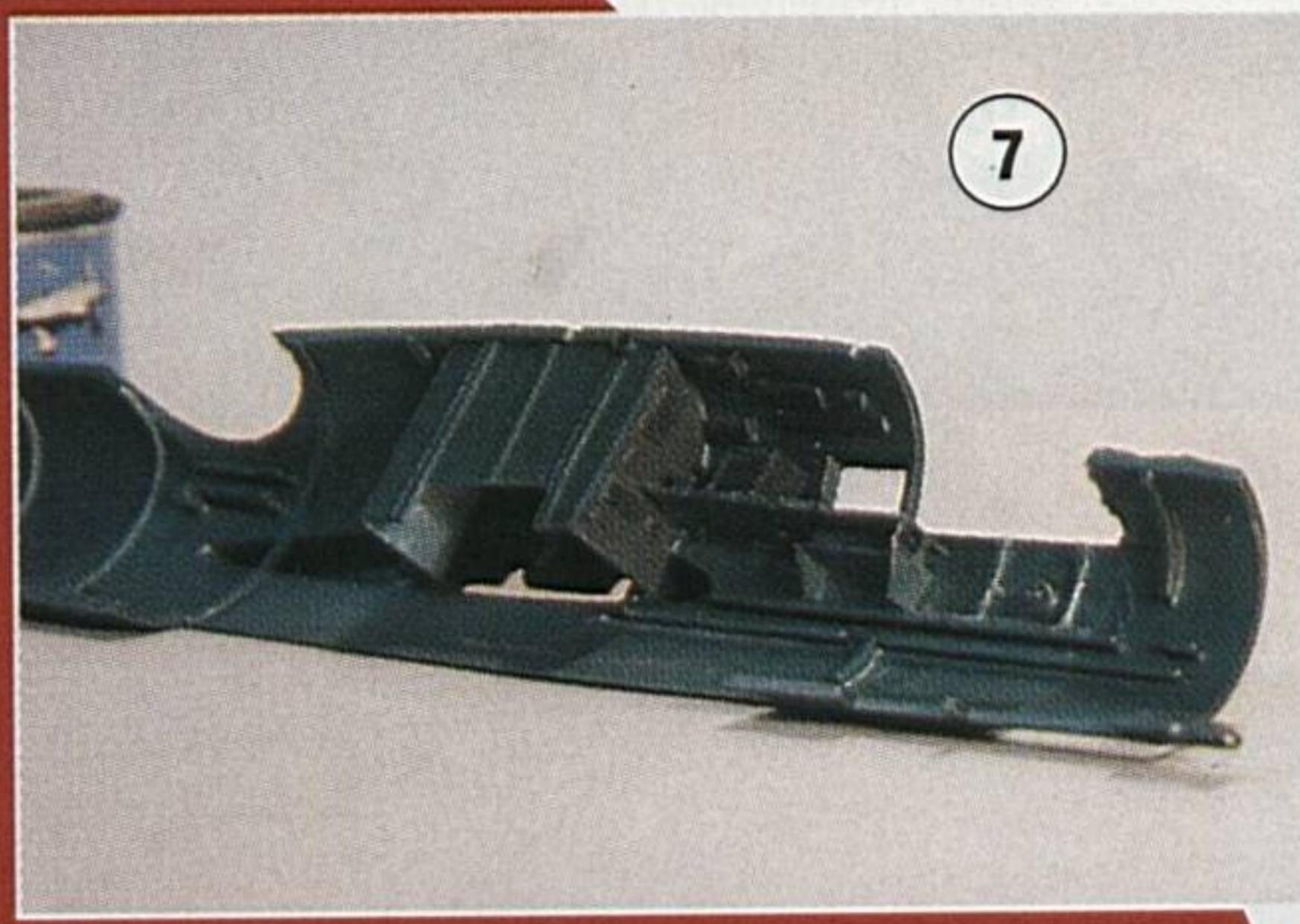
● Stage 2

Adjust the circle cutter to a radius of 11 mm, place on the plastic card and gently scribe a circle; do not cut right through. Now adjust the cutter so that the radius is set to 13 mm, place on the original centre point and scribe a second circle, again do not cut through. Using the drill make holes all the way around in between the circles you have just scribed, trying to space the holes evenly.

You will need to make a total of three of these discs (see photo ●11). Once the holes have been drilled, and the discs painted with the interior colour, cut through the remaining thickness of the plastic card.

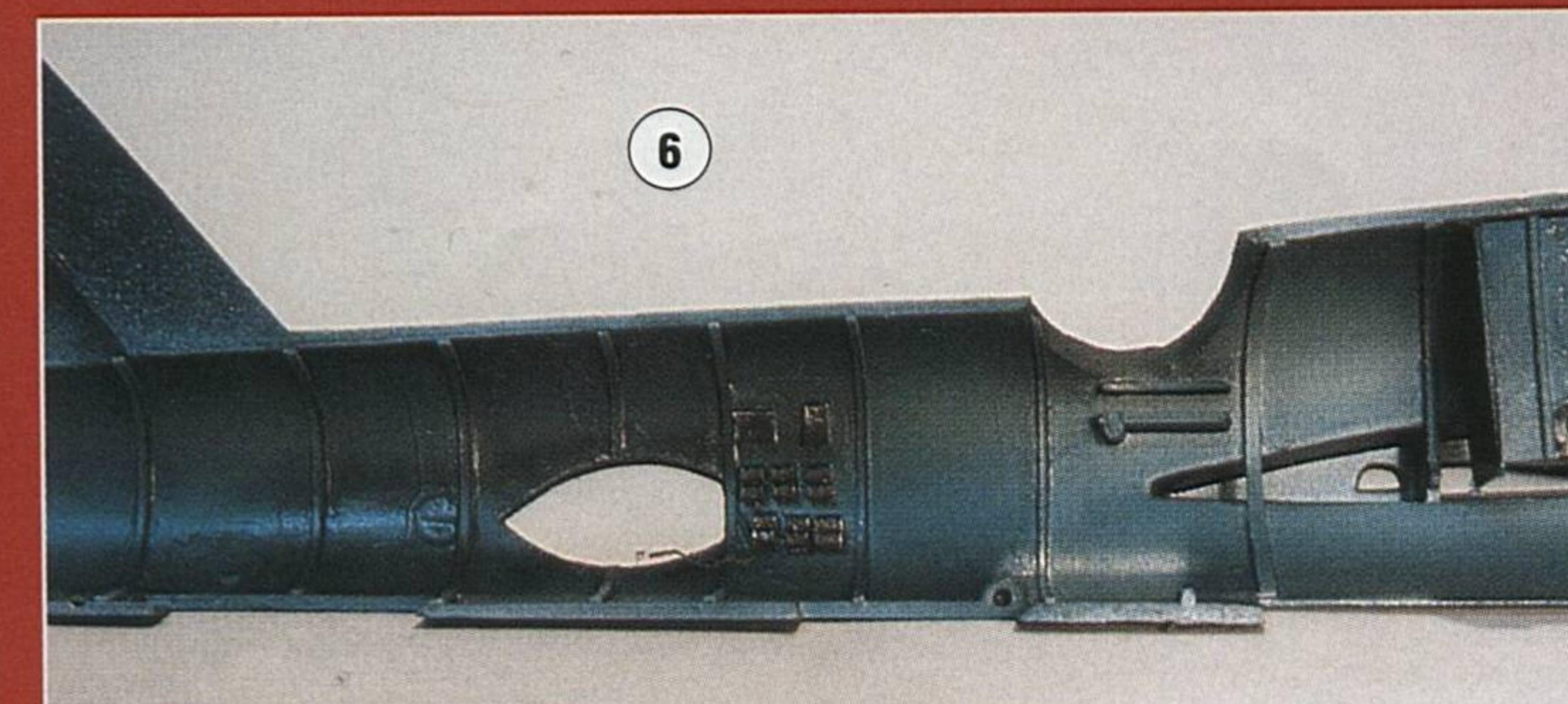
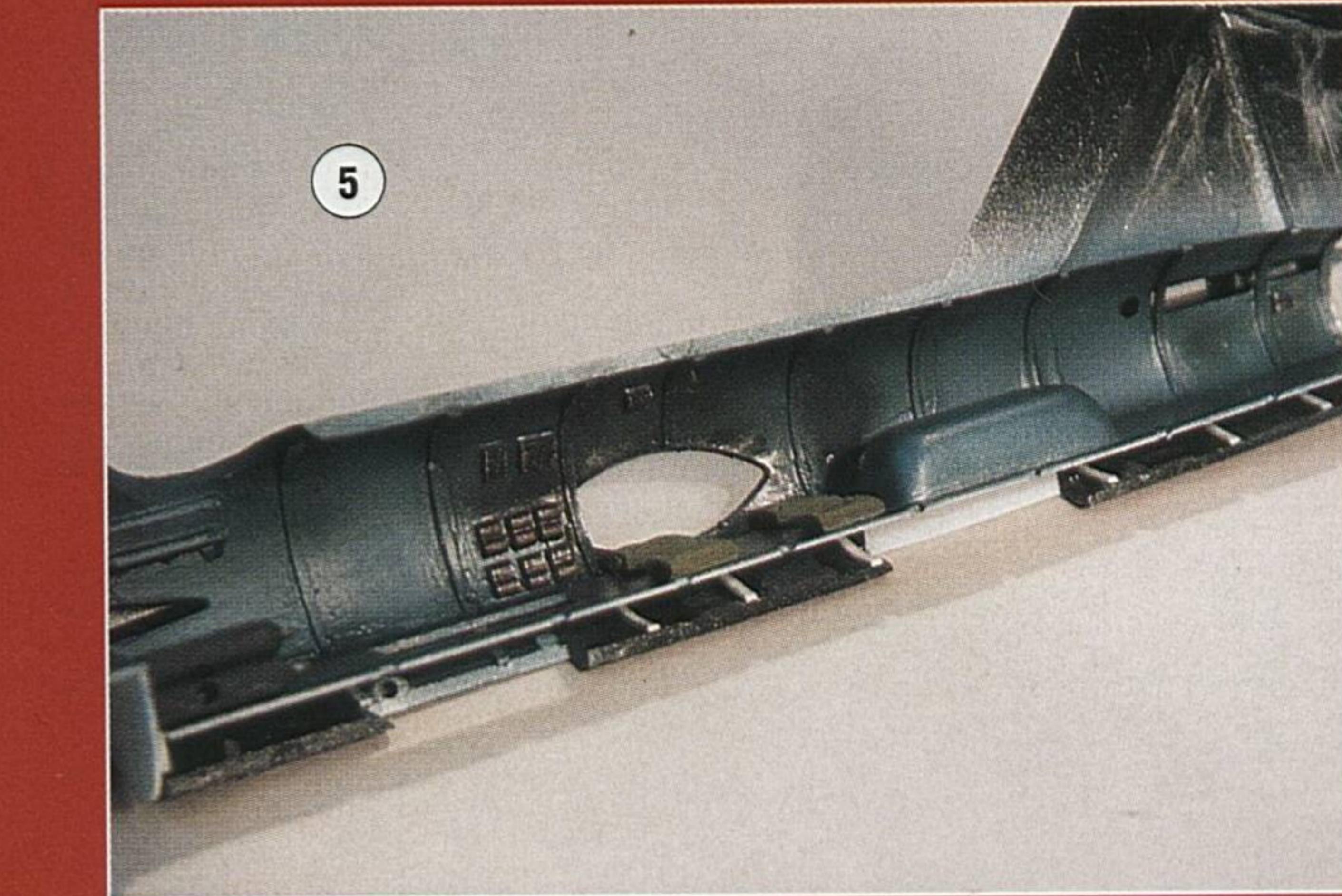
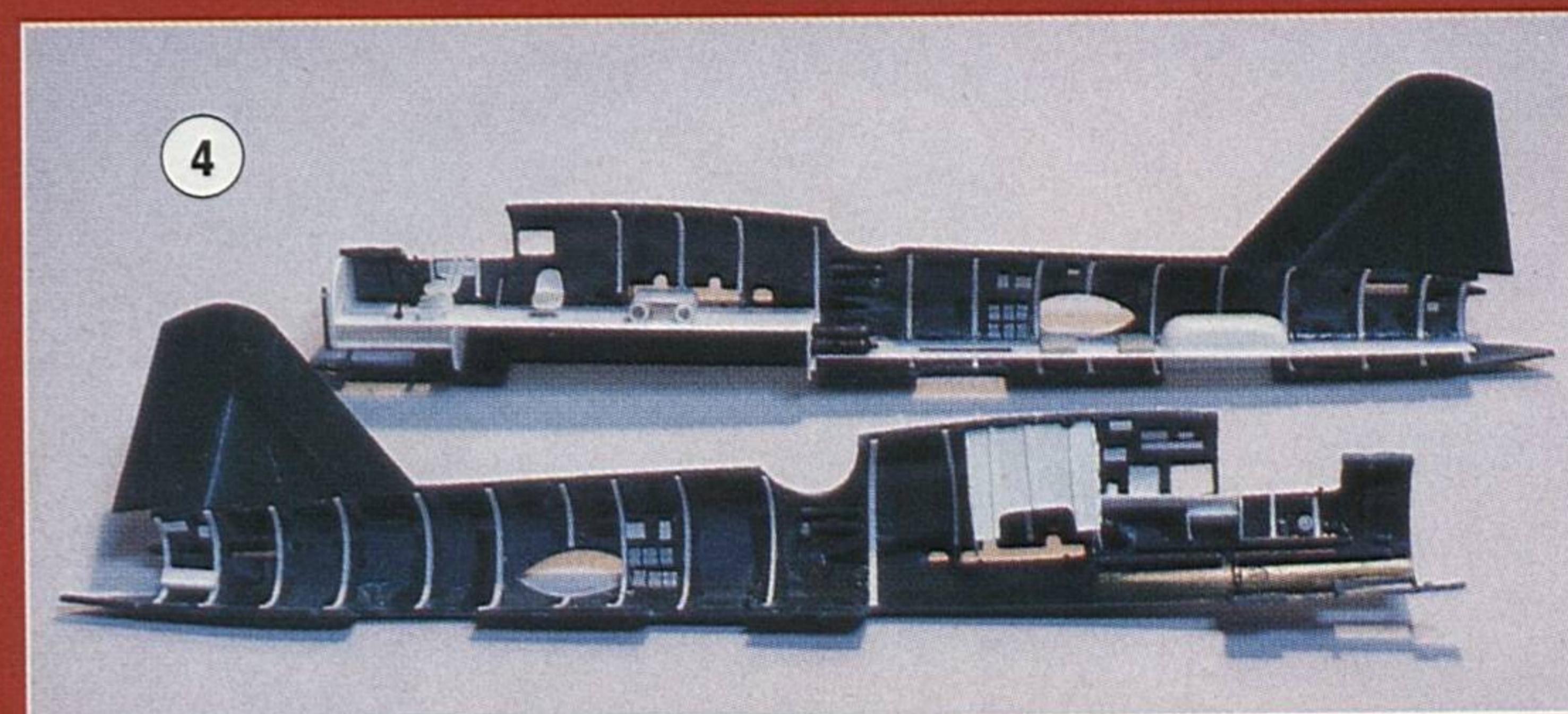
● Stage 3

When you have removed the glazed pieces from the sprue the task of adding the internal structured starts. Cut the parts you have just made in half, this allows for easier handling. Using the framework on the glazing as a guide cut the pre-painted pieces into the correct lengths; these pieces go on to the glazing at an angle (photo ●12). Attach the pieces carefully so the surface of the glazing is not damaged and then add the rest of the internal detail to the nose section before gluing the two



the addition of other features a bit hit and miss, and on hindsight it is far better to add the assemblies to the port side (left).

New seats were fashioned for my 'Peggy' using push moulding (photo ●10), these are then attached to the cockpit floor in the appropriate position. Next detail was added to the gunner's areas, kneeling pads



halves together (photo 13). The resulting assembly is far more convincing than the original offering in the kit.

All the glazings can now be added to the fuselage and we can move on to the next stage.

● Stage 4

All the major sub-assemblies can now be constructed according to the instruction sheet, however great care should be taken when assembling the wings and engine nacelles. All I can recommend here is plenty of dry runs and take your time, especially with the fitting of the cowl to the nacelle.

Photograph 14 illustrates the model in the final stages of building and photo 15 is the kit once the grey primer has been added.

● Stage 5

This is the area that this article is really aimed at, painting the model!

Everyone who builds Japanese aircraft, and has looked at the 'Peggy' will know that on the whole they are all painted in the same manner. This scheme being a solid upper surface and a grey or natural metal lower surface. When I found an aircraft in a totally different scheme from the standard I was prompted into this article. The scheme carried by this aircraft is grey-brown overall with an overall green mottle on the upper surfaces.

Once the model has been primed the entire model was given a coat of Tamiya XF20, this being a good match for grey-brown. The model was then given time to dry after which Olive Green was sprayed on to the upper surfaces in a random fashion. At this junction you can use all your imagination and artistic flare to create whatever pattern you desire, just make sure you do not fill in the mottle too much (photo 16).

● Stage 6

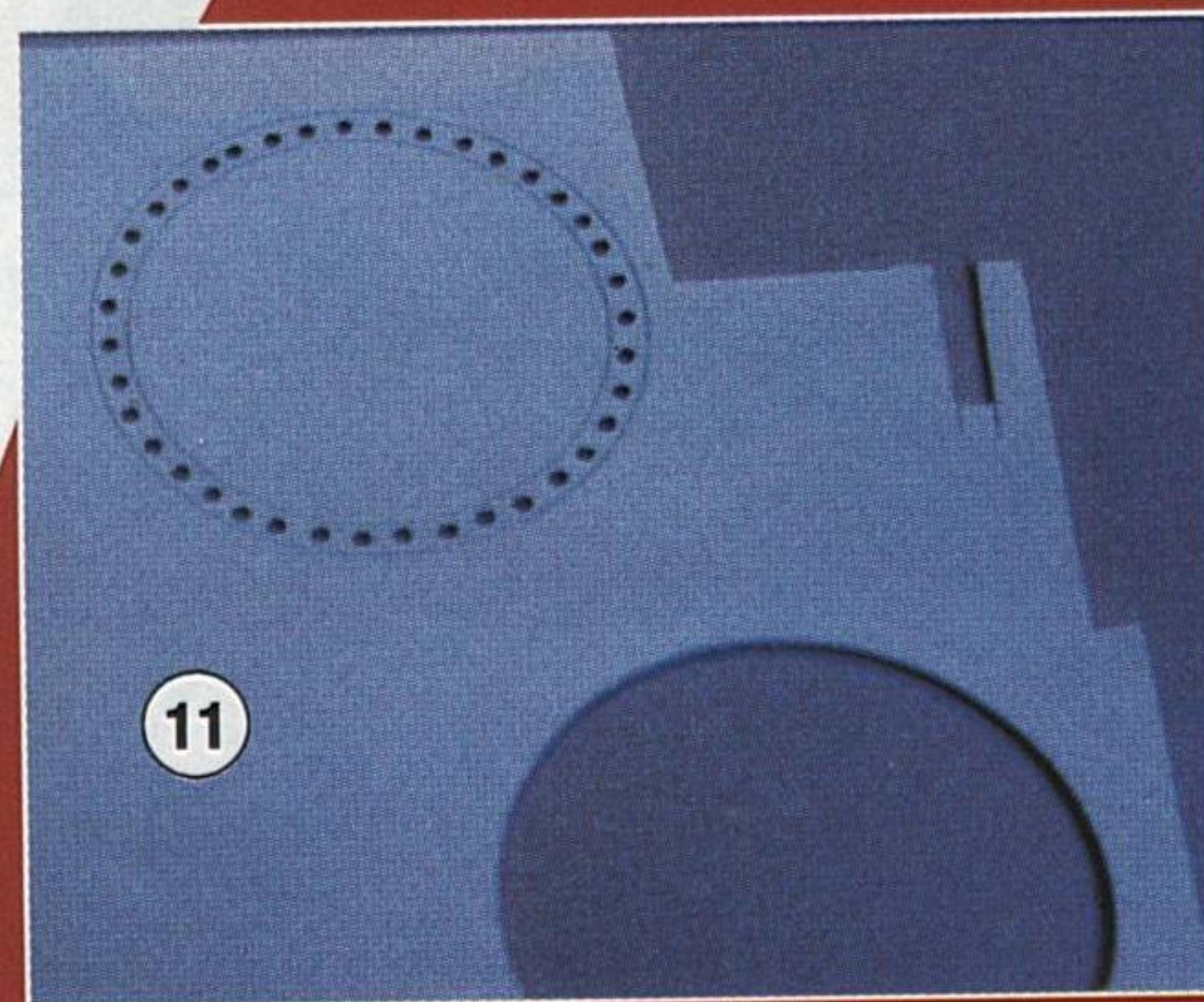
It is now time to add the markings. The Hinomaru do not pose any problem, these are supplied in the kit, the only problem is the unit marking. Readers who follow the Emperor's Wings series, will recall that the 'Pete's' tail codes were produced by adding rub-down letters to the area of the fin that had been pre-painted in white. The Hamamatsu unit marking is produced in a slightly different manner. Take the supplied drawing of the unit insignia and tail code to a shop that specialises in photocopying and ask them to copy the drawing size for size onto a gummed paper. You now have

your templates. Cut out the area of the fin, next using a new knife blade remove the black photocopied areas.

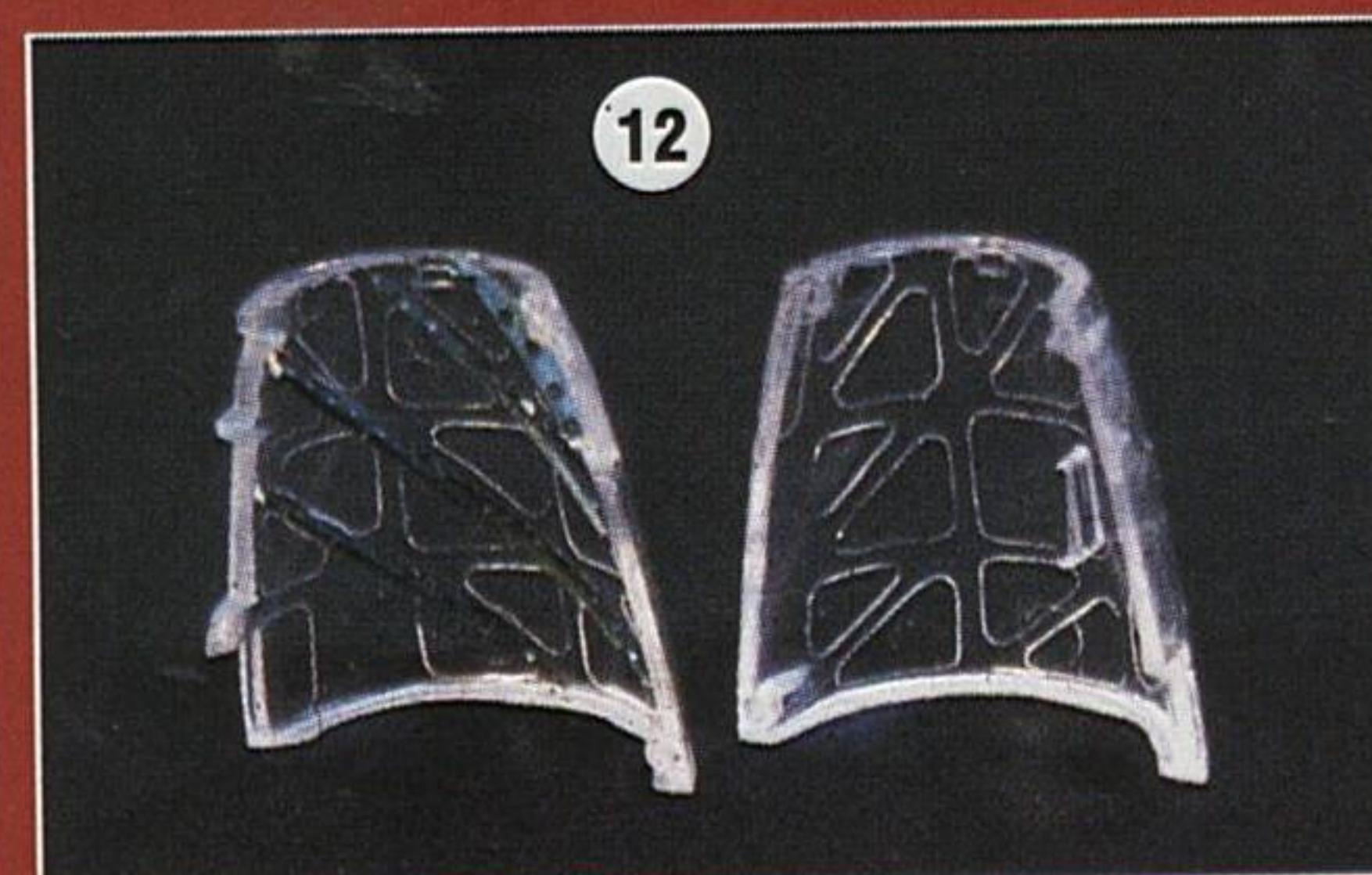
Carefully dampen the gummed side of the paper and apply the mask to the fin (photo 17), allow a little time for the mask to dry and then paint the area that has been removed with



10



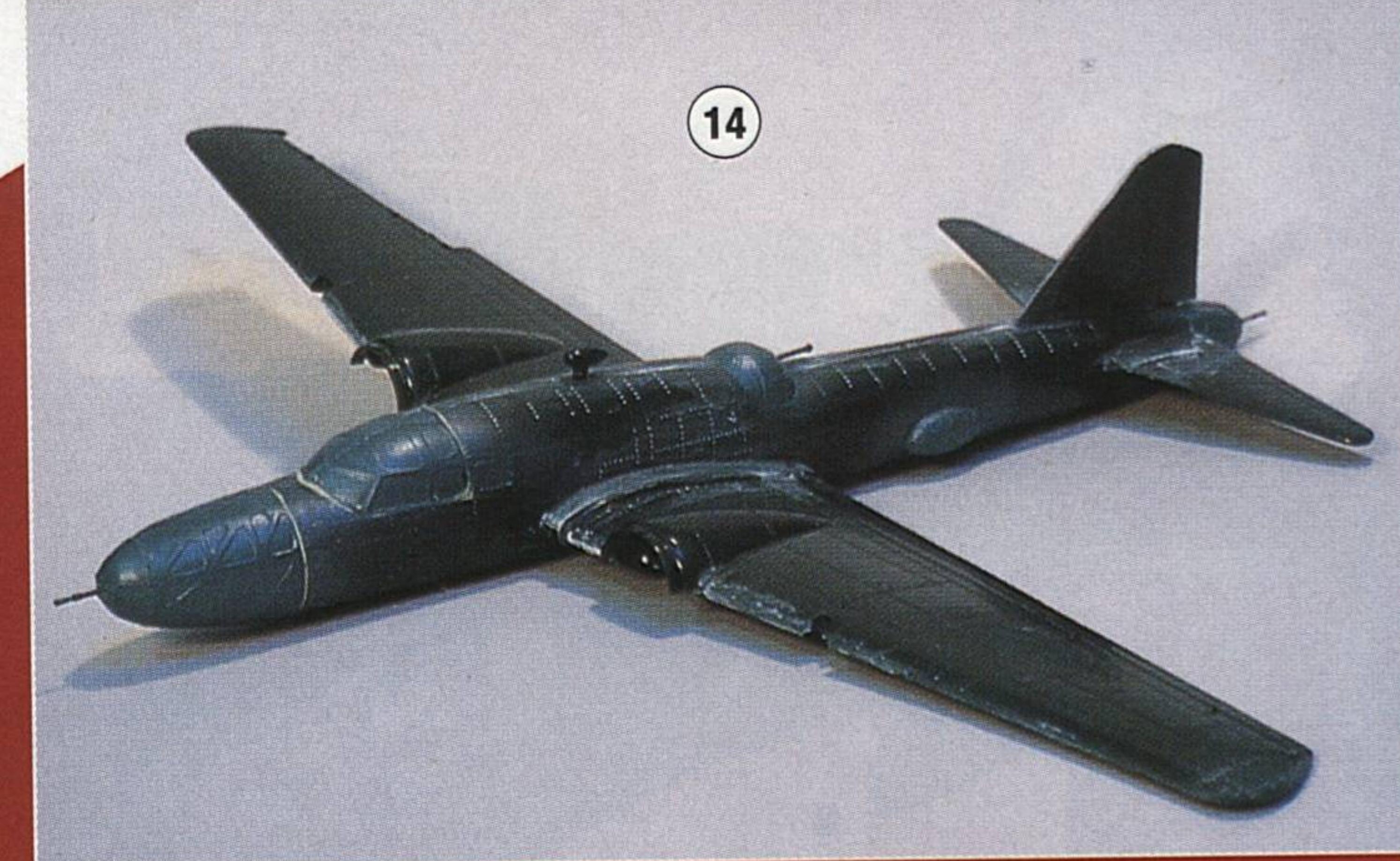
11



12



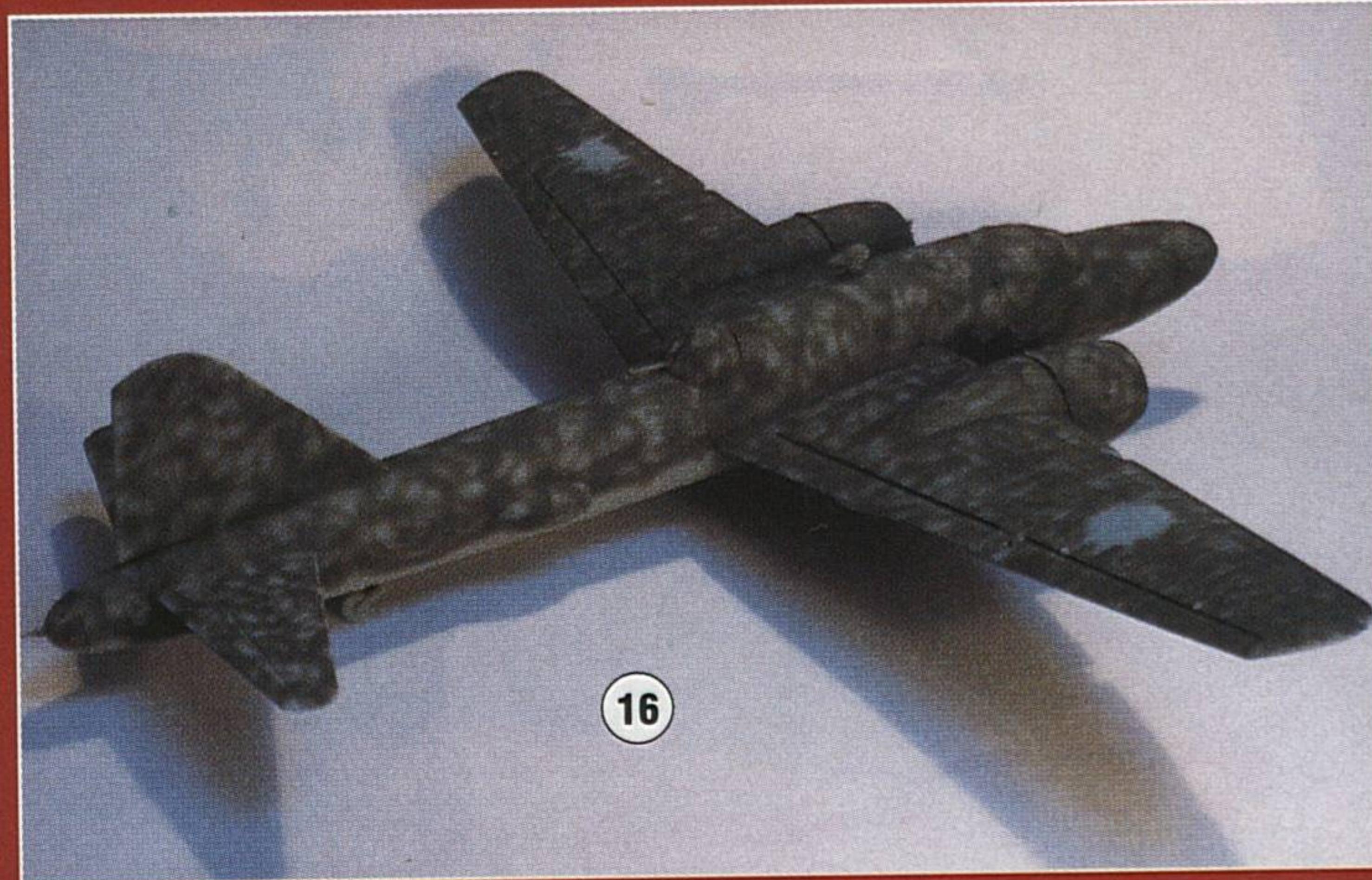
13



14



15



16



17



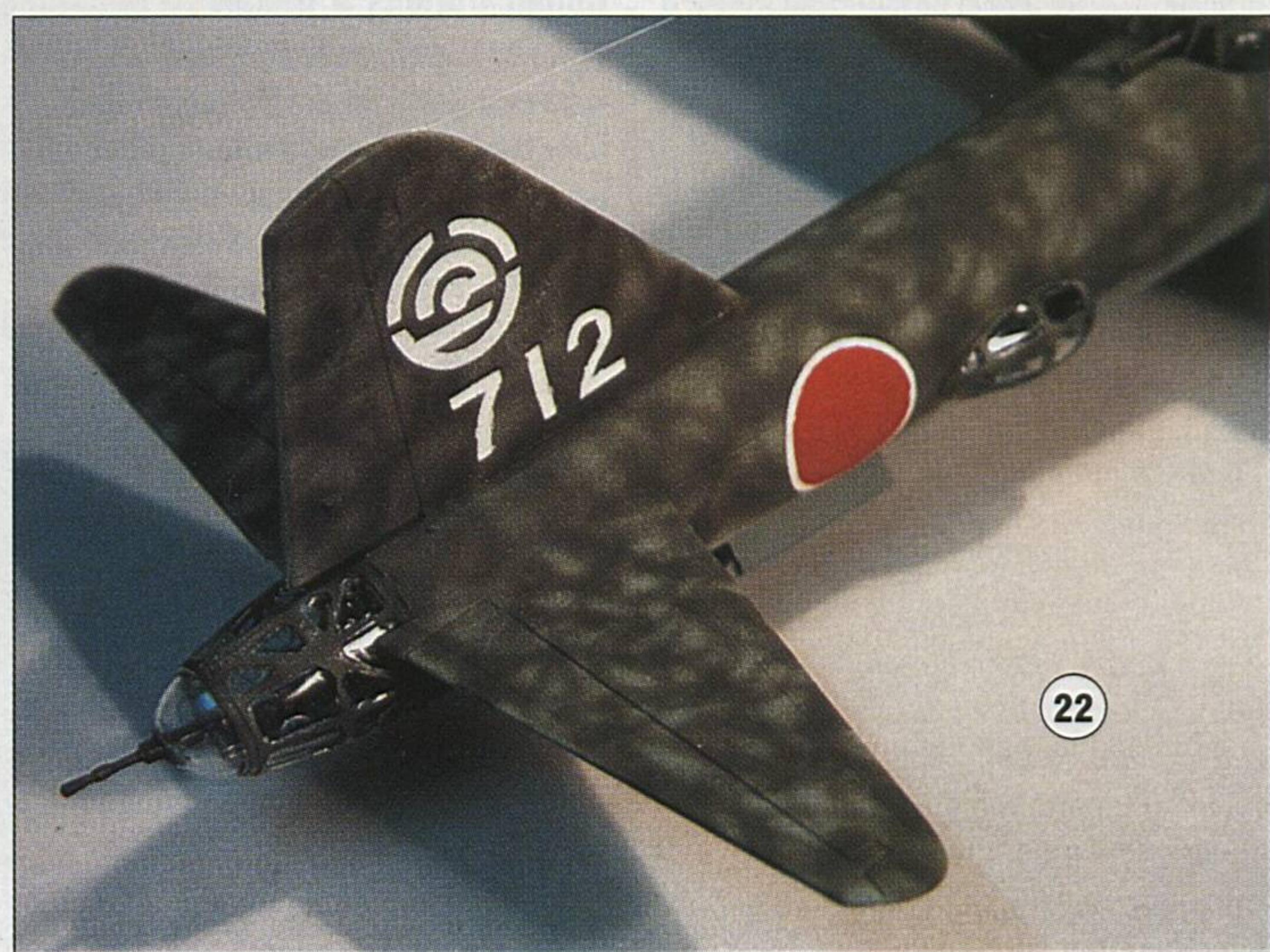
● Final Stages

With all the markings applied the entire model was given a very light dusting of burnt umber chalk pastel to take the edge off the colours, and the entire model was then finished off with a coat of matt varnish. Photographs ●19 to ●23 illustrate the finished model.

Well, there we have it, a little different from the normal Emperor's Wings; I really wanted to share this out of the ordinary scheme with fellow enthusiasts and I have! For the next Emperor's Wings I will be going back to the normal style of article, concentrating more on the detailing side of the model. The IJN is the focus with the Fujimi Nakajima J1N Gekko 'Irving'. Until then, happy modelling.

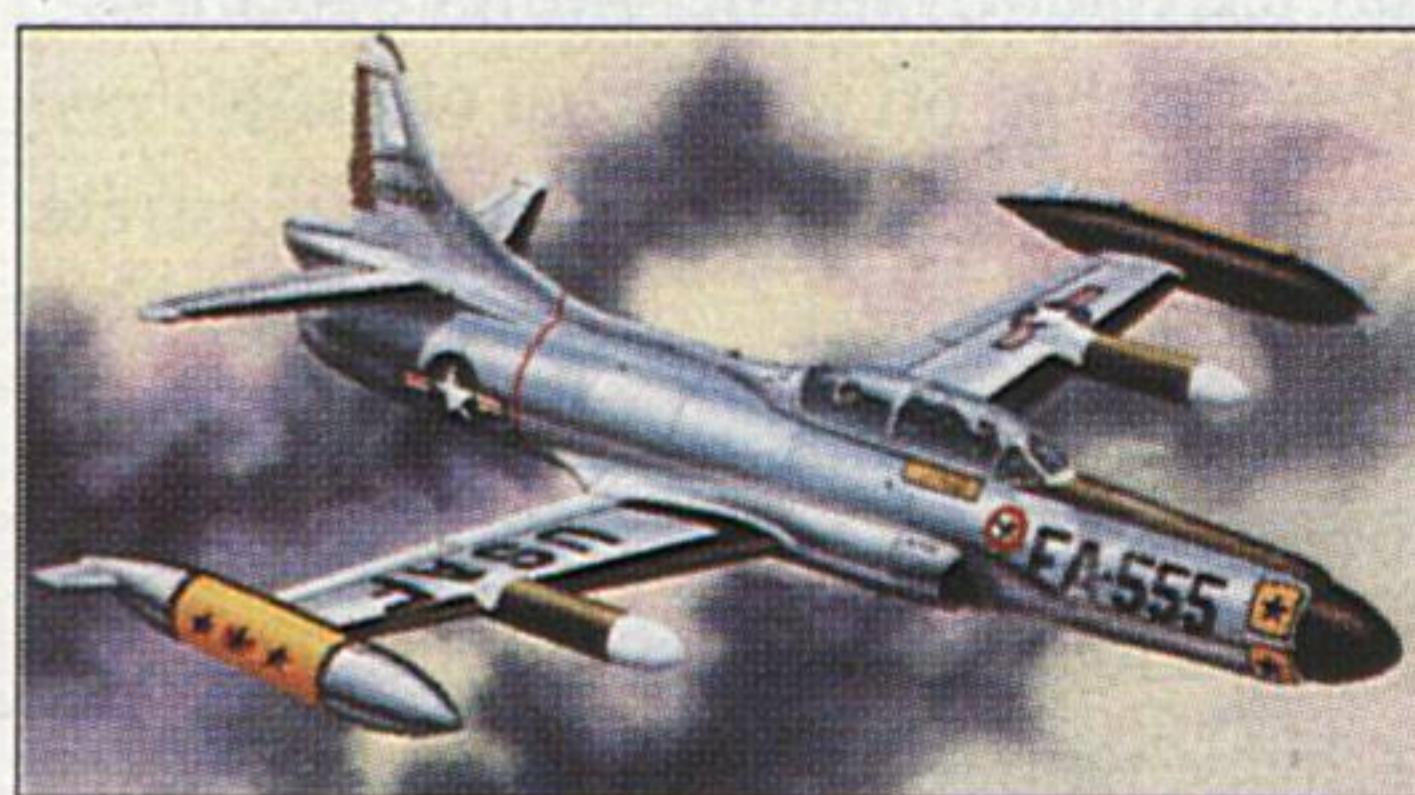
Please note that since writing this article Hasegawa has released a kit of the Ki-49 'Helen'. This kit comes with a set of Hamamatsu tail markings. Very useful!

Peter Fearis



Japan's 'Flying Dragon'

Lockheed F-94C Starfire (Late Version)



Information

Manufacturer: Emhar
Scale: 1/72nd Price: £7.99
Type: Injection Moulded Plastic
Panel Lines: Raised
Parts: Plastic 65, Clear 2
Decal Options: 2
Distributor: Pocketbond Ltd (See Advertisers Index)

This kit was first released in 1994 and was reviewed in Scale Aviation Modeller International (Vol 1 Iss 10, November 1995) on page 547.

The main components are cleanly moulded in light grey plastic with recessed panel lines. The cockpit interior consists of a separate tub, into which are fitted the ejection seats, control columns and instrument panels. The instrument panels and side consoles are devoid of all detail, and there are no decals for these areas either.

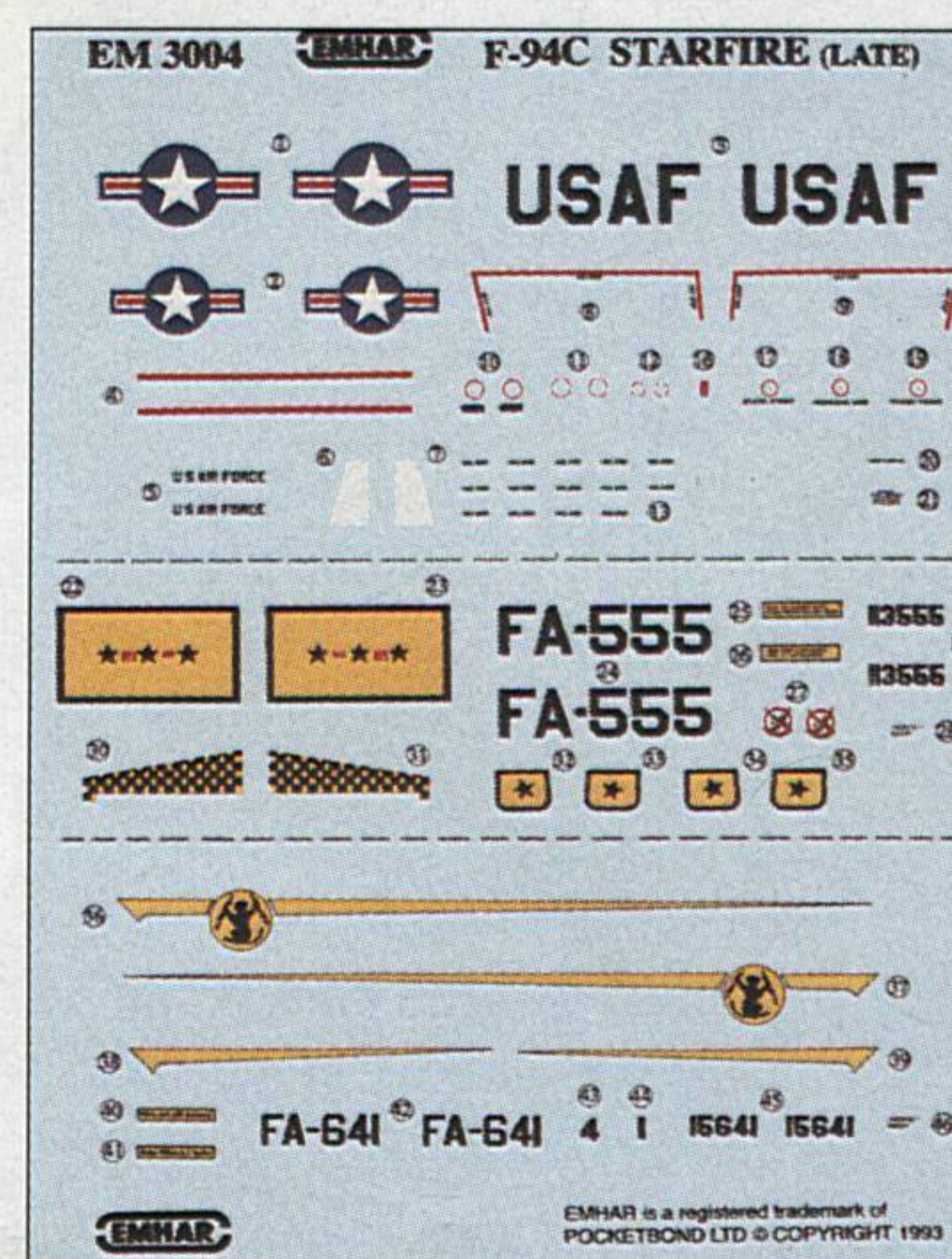
Detail within the wheel wells is missing

and the overall level of detail offered in this kit is very basic, leaving modellers great scope to add as much as they want. The wing tip tanks are supplied separately, as are the air brakes.

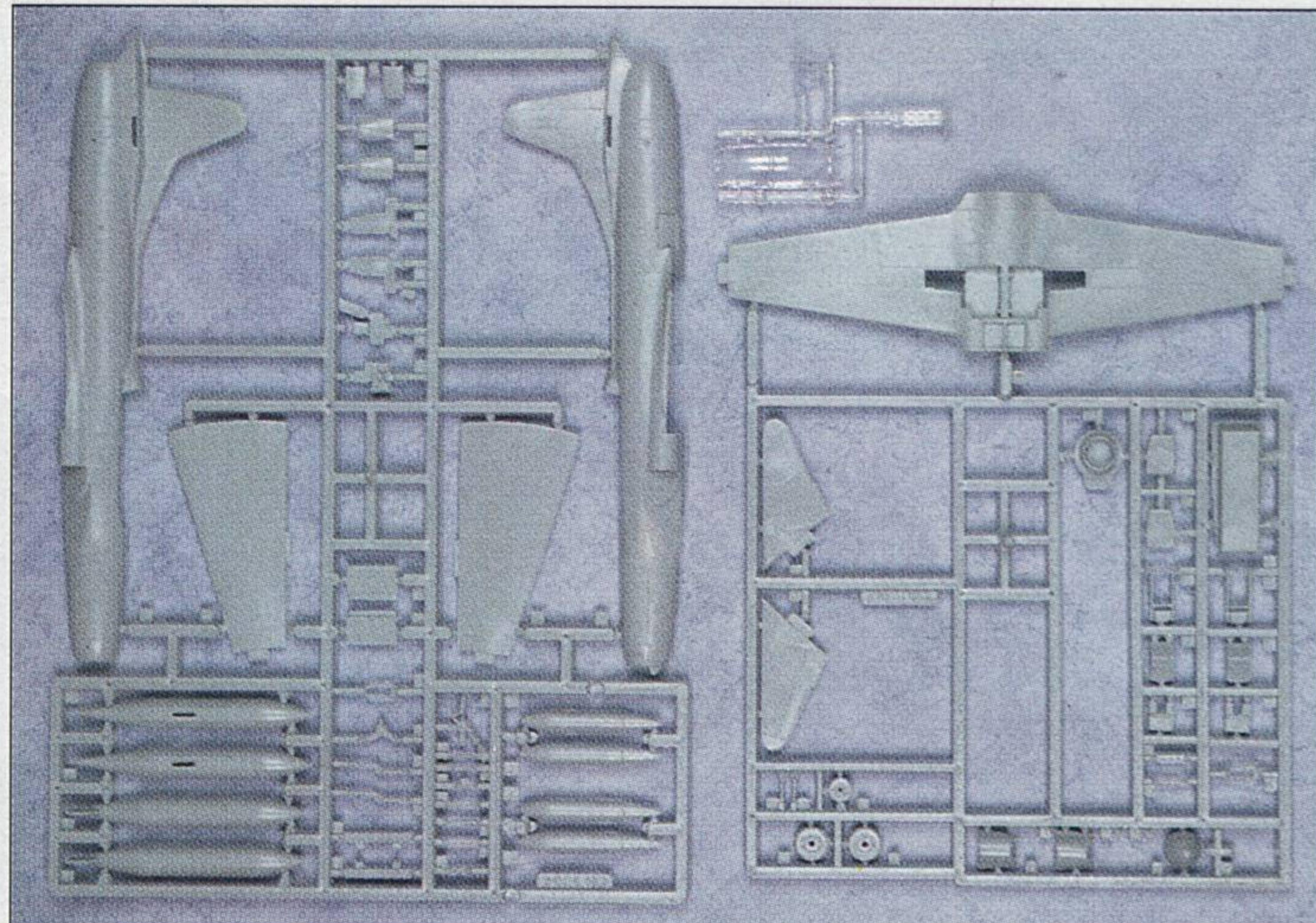
The clear parts just comprise the main cockpit canopy, which is in two parts, and these are of a good quality. They are packed loose within the box with all the other sprues, so will quickly scratch.

Colour Options & Decals

Two schemes are included, and these remain



The excellent decal sheet offers two options



The basic, but well moulded, parts of the F-94C are illustrated here

the same as those offered in the initial issue of the kit. The first is FA-555 of the 27th FIS based at Wright Patterson AFB in 1955. The other option is FA-641 of the 84th FIS during the 1954 Air Gunnery Meet at Yuma. Both machines are bare aluminium overall with a black nose cap, inner faces of the wing tip tanks and the leading edges of the wing and tailplanes. Of the two, the 27th FIS example is the best as it has a yellow and black checked rudder.

The decals are well printed, with good colour density and limited excess carrier

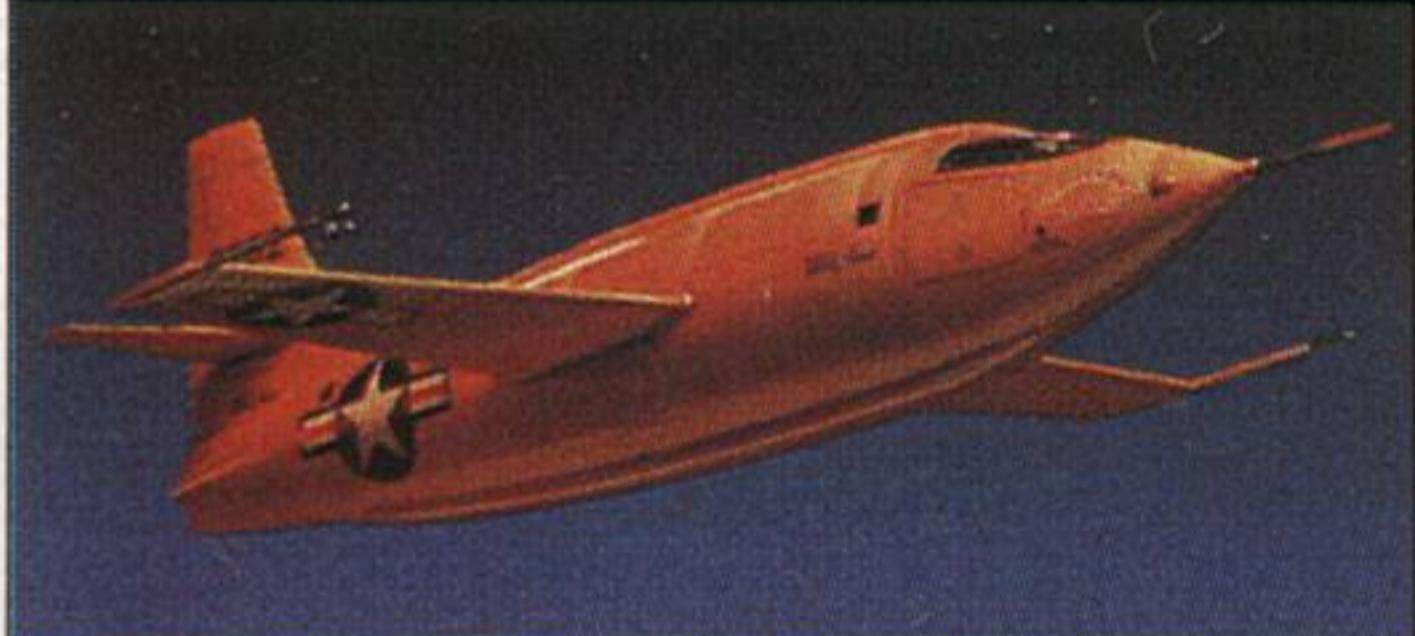
film. The unique markings are included for each option, plus a complete set of stencils and national markings for one example.

Conclusion

As was said in the original review of this kit, this is easily assembled and will suit all skill levels. The detail may not be the best and the moulding may seem a bit chunky, but overall the product is very 'buildable'.

Our thanks to Pocketbond Ltd for the review sample.

Bell X-1 ('Mach Buster')



Information

Manufacturer: Tamiya
Scale: 1/72nd Price: £7.99
Type: Injection Moulded Plastic
Parts: Plastic 53, Clear 6, Stand & Weight
Panel Lines: Recessed
Options: Clear fuselage halves, early and late model tail planes and windscreen
UK Importer: Richard Kohnstam Ltd. 13-15a High Street, Hemel Hempstead, Herts. HP1 3AD Tel: 01442 261721

This kit is a well known one, as it was originally produced by Hobby Spot U. The kit has only just been deleted from the Tamiya range, so this re-issue will, I am sure, please a number of you who did not have a chance to buy it before. This latest example is entitled 'Mach Buster' and it has been released in the 'Warbird Collection' series.

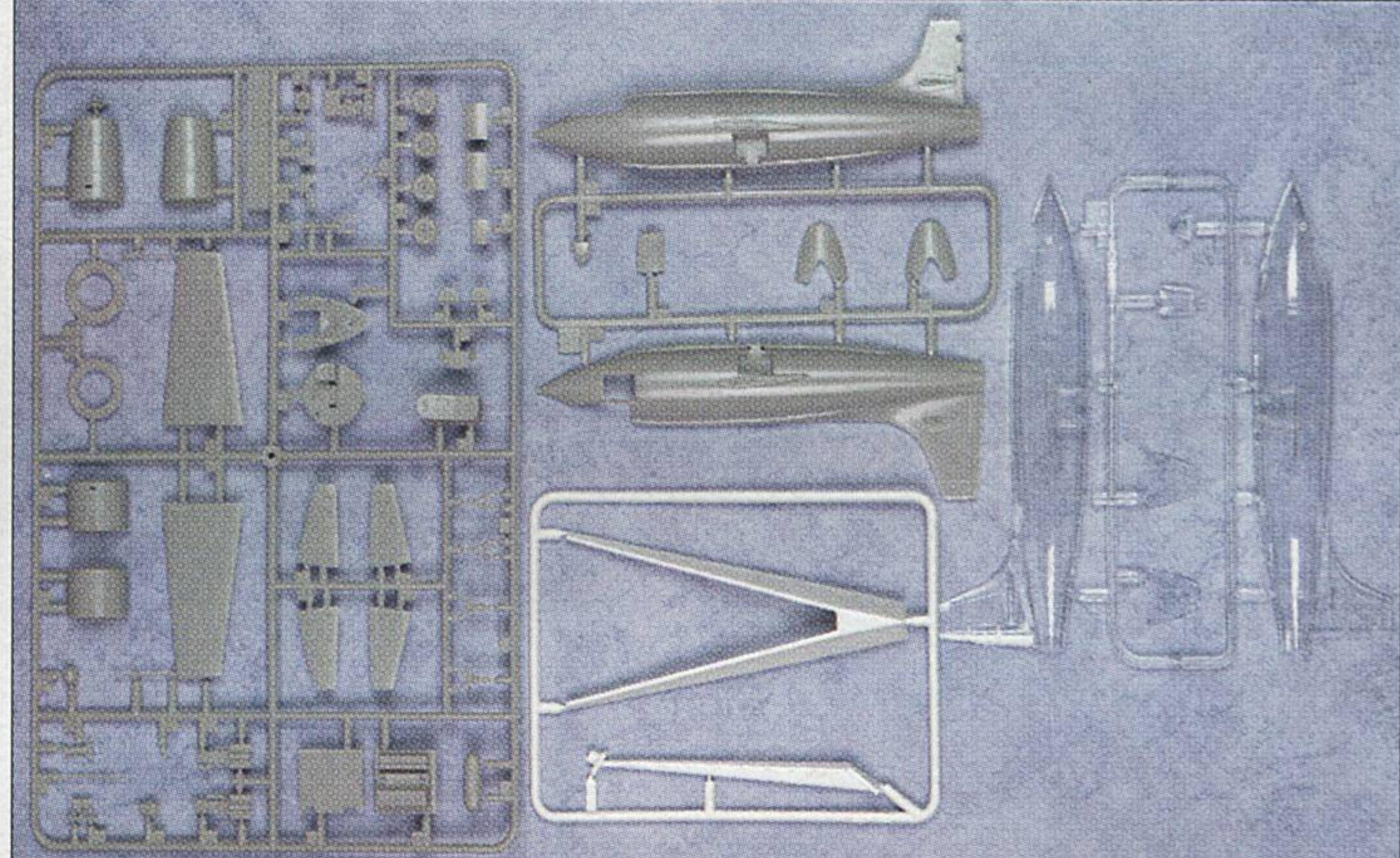
The mouldings, although originating from another source, are excellent and you will have no problem in building this example. The inclusion of the interior equipment did lead to the use of a completely clear fuselage, to allow you to show it off. The illustrations on the box show just one fuselage half used, but both are in the kit. As the X-1 had tricycle undercarriage nose weight is required. The

inclusion of a clear fuselage does mean that the installation of this weight would be too obvious. Tamiya have got around this by supplying a metal ball, which is fitted inside the liquid oxygen tank.

If you wish to pose your completed model, there is a small white plastic stand on which to secure it.

Colour Options & Decals

Three X-1s were built. Only No.1 and 2 were ever flown for any period, as No.3 blew up during ground running after only one glide flight. The kit allows you not only to make the different versions of the X-1, it also offers markings for the No.1 aircraft (6042) in its early and late varieties. The second machine (6063) can also be made in two different schemes, although the third machine (6064) is only offered in one. The first machine can be painted as 'Glamorous Glennis' in overall orange or as seen at a later stage in red/orange overall with the upper and lower fuselage spine and vertical fin in white. The two schemes for the second machine are white overall, each with the



The excellent injected components of the X-1. Note the white stand. The metal weight included with the kit is not shown here

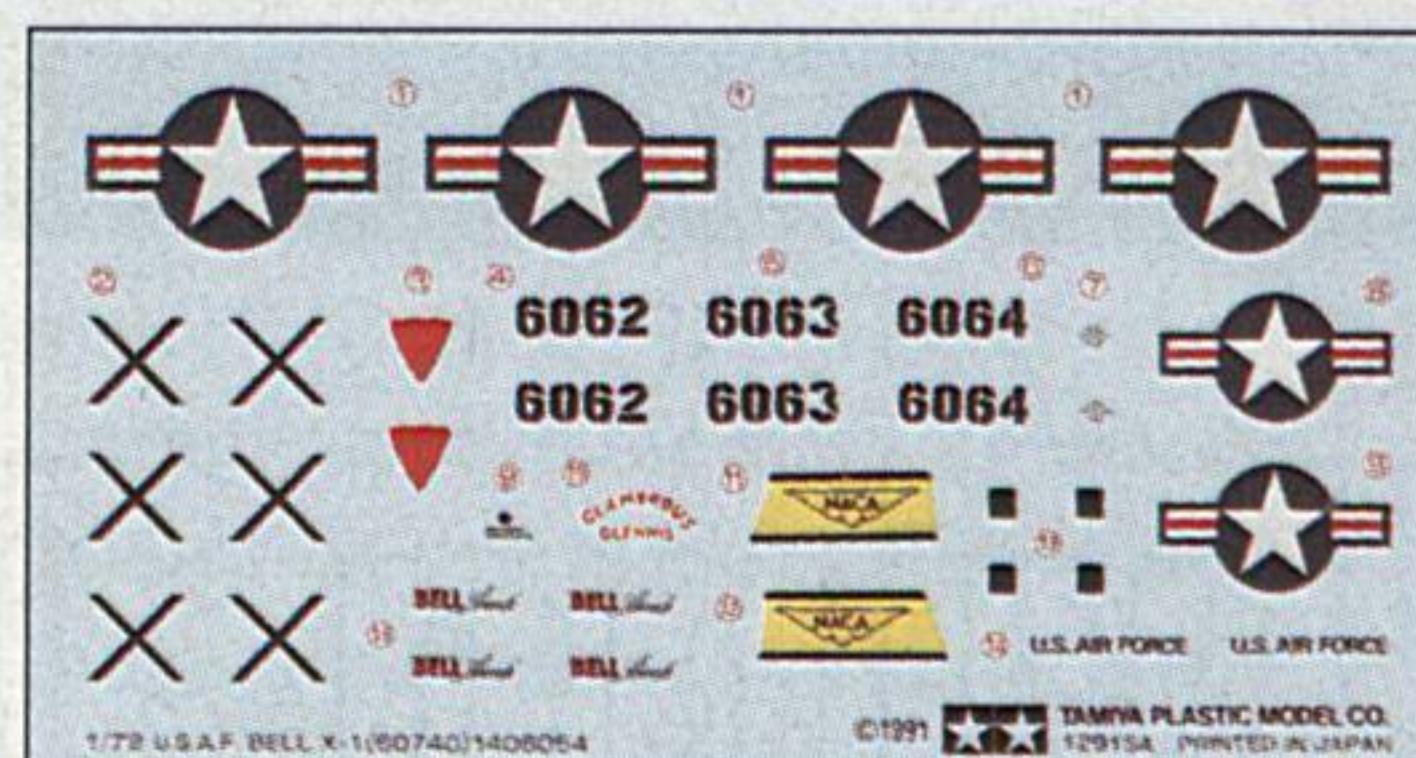
'NACA' logo across the top of the vertical fin. The third machine is also offered in the overall white scheme.

Decals are printed by Tamiya and are of excellent quality. The images have excellent colour density and they are glossy. Carrier film is not excessive and I am sure that they will cause no problems during application.

Conclusion

This is an excellent kit and one which all skill levels can enjoy. The inclusion of the clear fuselage and stand may be considered a gimmick by most, but I can see it appealing to a number of newer modellers and that has to be a good thing.

Our thanks to Richard Kohnstam Ltd for the review sample.



The decal sheet offers markings for all three machines

Correction Re-issue Review

In the Re-issue Review of the Airfix 1/72nd scale De Havilland Vampire FB.5/J,28B (See Vol 4 Iss 5 Page 309) it was stated that the kit was in fact the SNCASE SE.535 Mistral and an accurate FB.5 could therefore not be made from it.

It transpires that our information on this kit was incorrect and that in fact that

kit does correctly represent the FB.5 version. Please disregard all references to the Mistral within that review.

Our thanks to a number of people who pointed this error out and our apologies to Airfix for the error.

Richard A. Franks
Editor

Bereznak-Isaev BI-1



Information

Manufacturer:	Modelist
Scale:	1/72nd
Price:	£3.95
Type:	Injection Moulded Plastic
Parts:	Plastic 19, Clear 1
Panel Lines:	Raised
Decal Options:	1
UK Source:	Pocketbond Ltd (See Advertisers Index)

Initially I thought that this was the same kit as that reviewed in July 1996 (See Vol 2 Iss 7 Page 393/4), although after inspecting the components, I found this not to be the case. Obviously the initial identification of the kit reviewed in the July 1996 edition as being by 'Modelist' was incorrect, as this re-issued example is from that source.

This kit, in comparison with the 'other'

example is very basic. The superb interior of the kit reviewed in Vol 2 Iss 7 is not in this kit, instead you just get a basic floor and seat unit (no control column or instrument panel). The main components are moulded in black plastic, and there are only a limited number of recessed panel lines for the aileron/elevator hinge lines. The level of detail is restricted by the very small size of the kit and assembly of



The tiny decal sheet offers just one scheme and its quality is poor

the very limited number of parts will not tax any builder. The undercarriage doors are moulded in single pieces, and if you pose the model on its undercarriage, you have to separate the two doors before installation. Another alteration required is to the ventral strake, which needs to be shortened, although this is indicated on the instruction sheet.

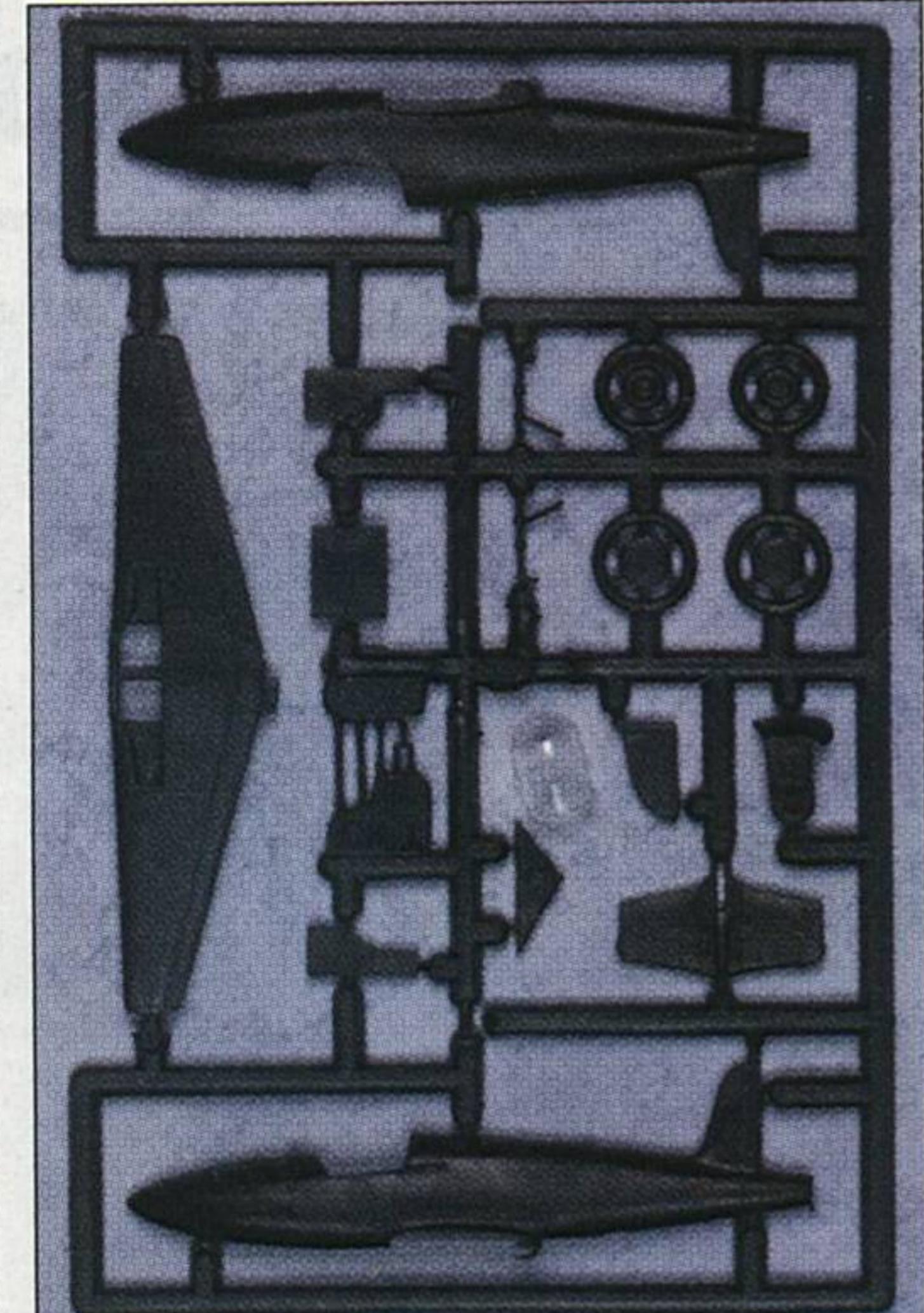
Colour Options & Decals

Only one scheme is included for this kit and that is for the second prototype. The airframe is dark green over light blue and the extreme top of the vertical fin and rudder is yellow. The interior should be light grey.

The decal sheet included is, as you would expect, very small. It just contains four Russian stars and two white '2's'. These are poorly produced with extremely poor colour density. The entire decal sheet is covered with carrier film, and therefore each item needs to be cut from it. I would not bother, as the quality is so poor.

Conclusion

This is a basic model of a very small, yet historically significant aircraft. This Modelist example is not to the standard of the example we reviewed in July 1996, but I am



The very basic (and small!) components which make up the BI-1 from Modelist. The use of black plastic is a bad idea

unsure if that kit is currently available? The quality coupled with the small size of the subject and the need to replace the decals make this a kit that is more suitable for the intermediate and advanced model maker.

Our thanks to Pocketbond Ltd for the review sample.

Focke Wulf Fw 190D-9



Information

Manufacturer:	Italeri
Scale:	1/48th
Price:	£9.99
Origin:	Dragon (Hong Kong)
Type:	Injection Moulded Plastic
Parts:	Plastic 85, Clear 51
Panel Lines:	Engraved
Decal Options:	2
UK Importer:	Richard Kohnstam Ltd. 13-15a High Street, Hemel Hempstead, Herts. HP1 3AD Tel: 01442 261721

This is a re-issue of the Ex-Dragon Fw 190D-9 and with the move of certain parts of Dragon to Singapore, this current example has been produced in China.

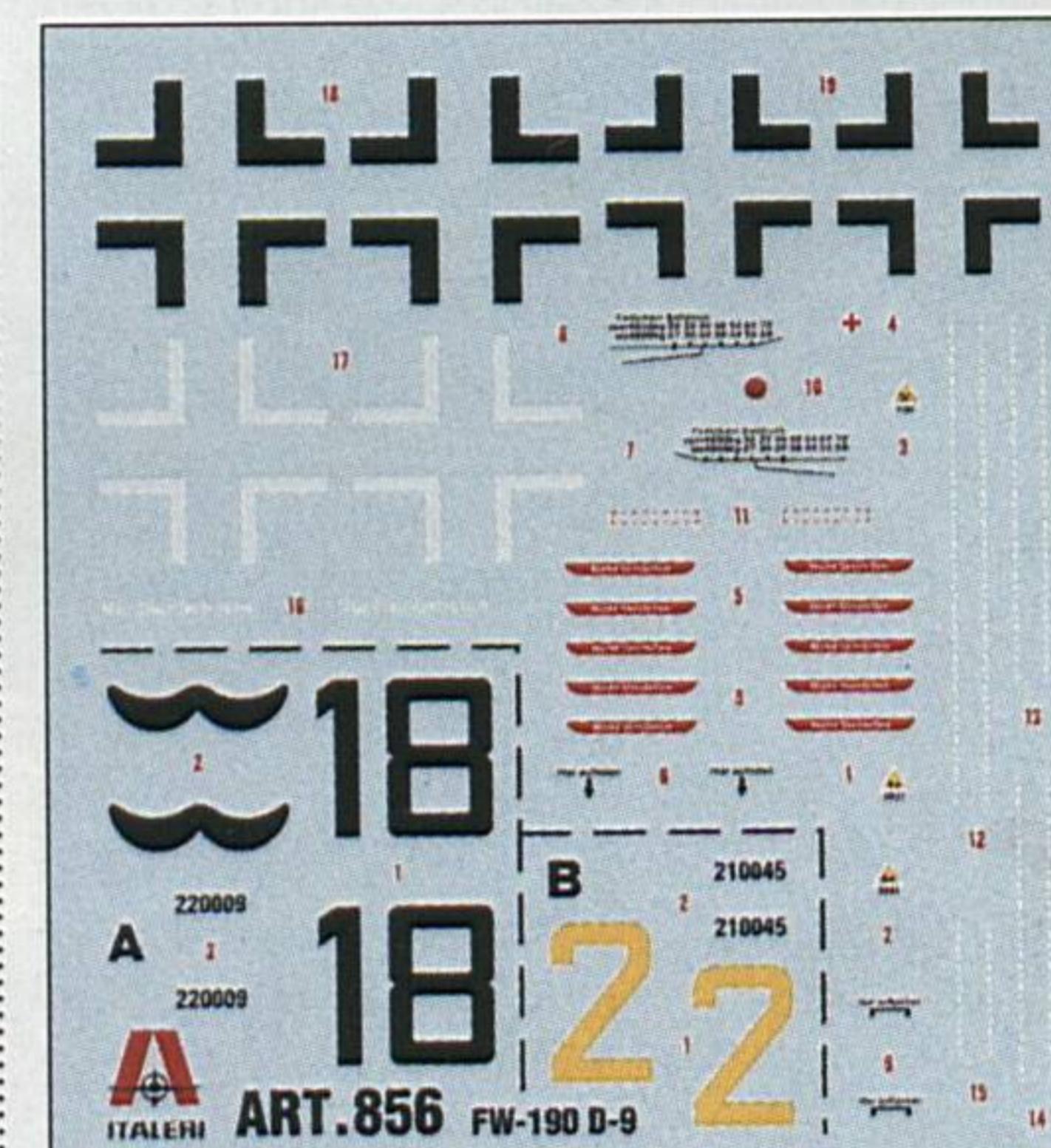
The Dragon D-9 kit is complex, and in some areas a bit of a struggle to make. The original company that made this kit was Trimaster and initially it had white metal and etched steel components. With the Dragon issue of the kit the metal parts were replaced with plastic (sprue 'M') and with this example from Italeri all of the etched steel pieces have also been replaced in plastic (sprues 'P' & 'N'). Cockpit interior detail is excellent with raised details on the side consoles and instrument panel. Careful painting and dry brushing will pay dividends here. The replacement of the etched and metal parts in this version have made this area much easier to build.

The wheel wells have excellent detail with additional ribs and the cannon barrels supplied as separate pieces. Alternative cowl gills are included to allow you to have them open or closed and you also get the 250kg bomb container or 300lt drop tank for the

centreline carrier.

I did note on the example we had that the injection quality was not as good as we had seen on the original and Dragon versions. The definition of detail on small parts such as the rudder pedals is not that good and the port lower wing tip looked as if the mould was scratched at that point, which resulted in a rough texture on the kit parts. The crew step (A10) is on the outside of the main sprue and on our example it had been crushed. Sprue B was also very warped; initially I did not notice this but once I did I placed the upper port wing half onto the lower wing panel and discovered that the extreme edges of the wheel well insert (B1) were far too high above the wing panel. On closer inspection I noted that the port fuselage half was also marked. Looking at the back of the fuselage I noted scratches and poor detail definition around the tail (near the rudder hinge).

Overall I feel that the move of the moulds from Hong Kong to China and their



The small decal sheet with this kit is sufficient, but the matt carrier film makes them not all that 'user friendly'. Alternative markings are readily available

production there has resulted in a slight reduction in quality and clarity of detail. This is a shame, as the basic kit is still one of the best D-9s in this scale and at just £9.99, the Italeri version is £6.00 cheaper than the Tamiya kit of the type.

Colour Options & Decals

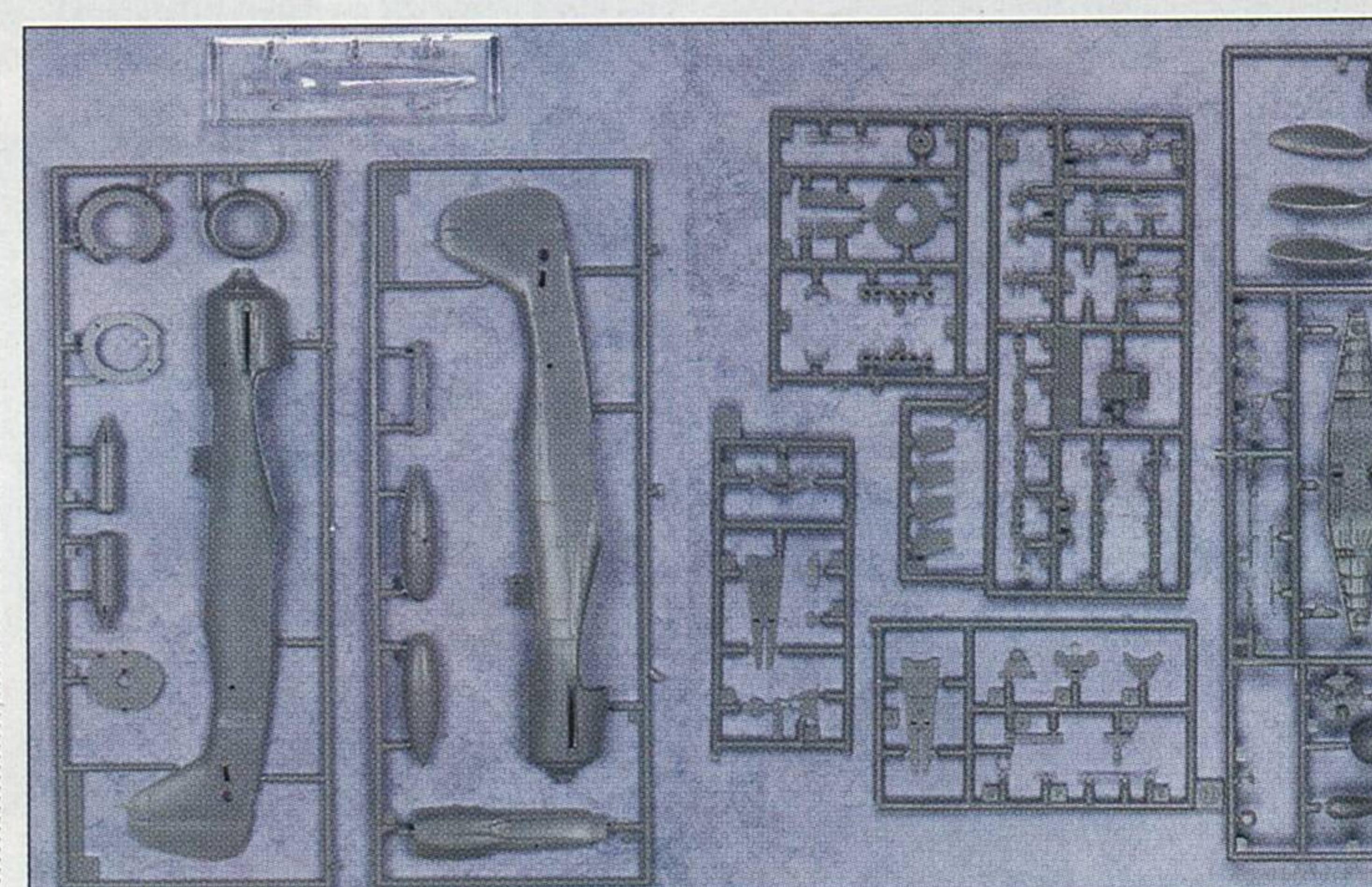
There are two colour options offered in this kit.

The first is 'Black 18' based at Bad Wörishofen in 1945. The other option is 'Yellow 2' of 11./JG54. Colours in the instructions are allocated Model Master and FS colour references, but not the proper RLM numbers. The overall scheme for both however would probably be RLM81/75 over 76. The cockpit interior should be RLM 66, and the undercarriage wheel wells are RLM 02.

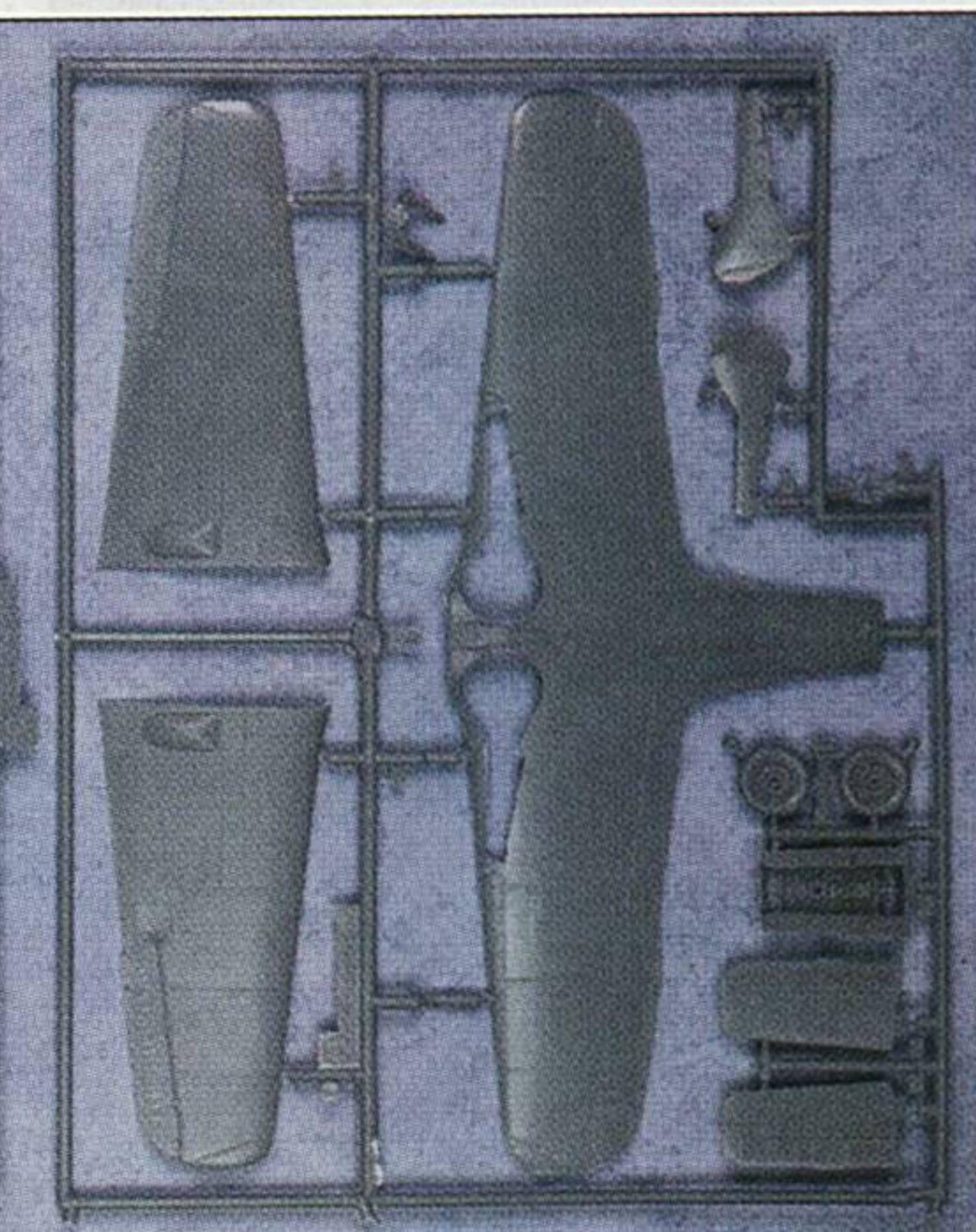
The decals are Italeri's usual product. Each image is well printed, however they are all very matt. The carrier film is quite prominent and although you can trim away the excess, the opaque nature of the carrier film will result in dull areas within each image once applied to the model. There are a massive number of alternative colour schemes for this type in this scale, so alternative markings are no real problem.

Conclusion

Overall this is still a high quality kit, the reduced UK price of just £9.99 is excellent and I recommend that you buy a dozen, while you can! Our thanks to Richard Kohnstam Ltd. for the review sample.



The high quality and excellent detail offered by the Ex-Dragon tooling is evident



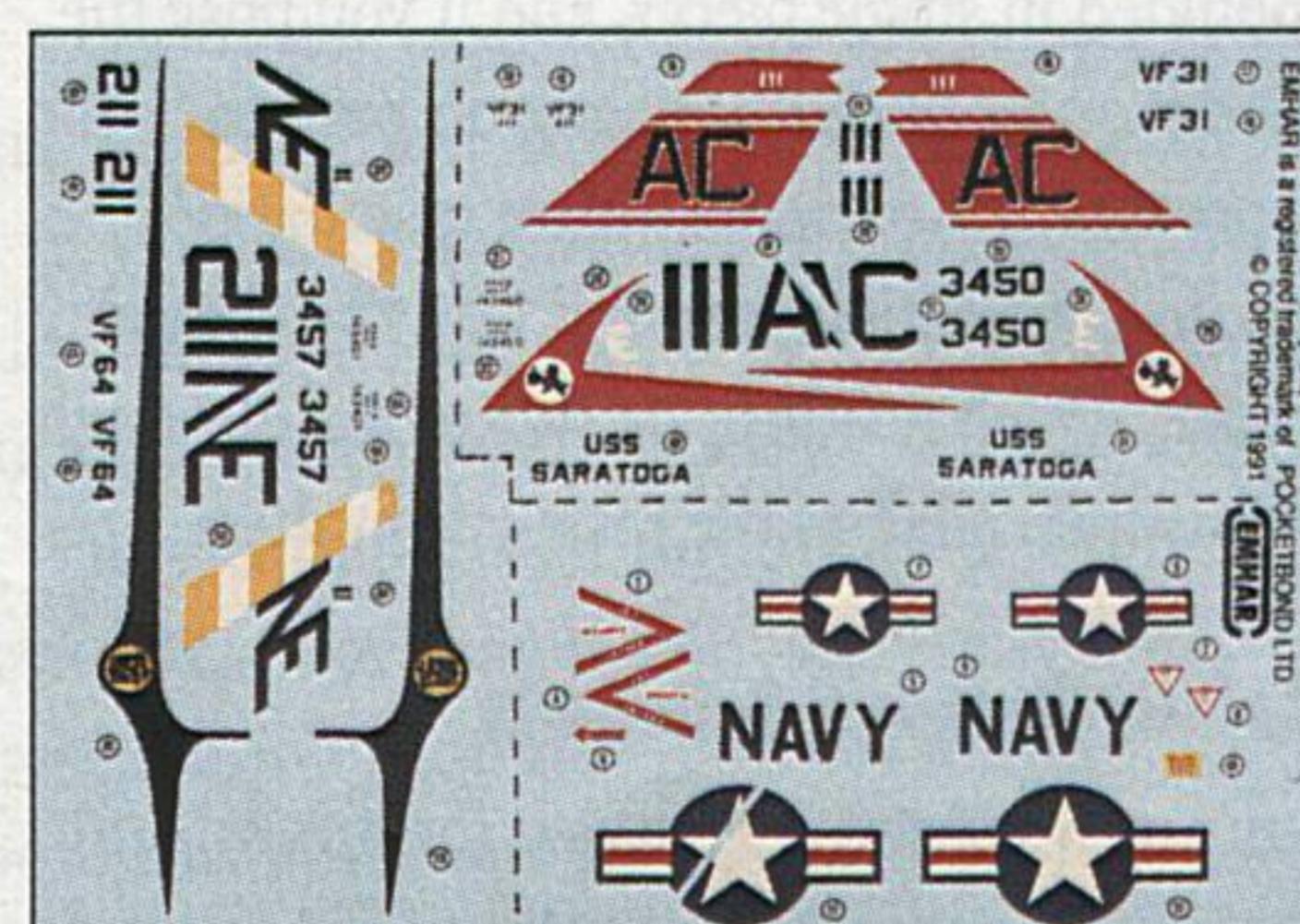
McDonnell F3H Demon



Information

Manufacturer: Emhar
Scale: 1/72nd Price: £7.99 each
Type: Injection Moulded Plastic
Parts: Plastic 79, Clear 2
Panel Lines: Recessed
Decal Options: 2 each
UK Distributor: Pocketbond Ltd (See Advertisers Index)

These two kits were originally released in 1991 and their recent re-issue will fit in well with those of you who wanted to make the type in this scale following on from Richard J.

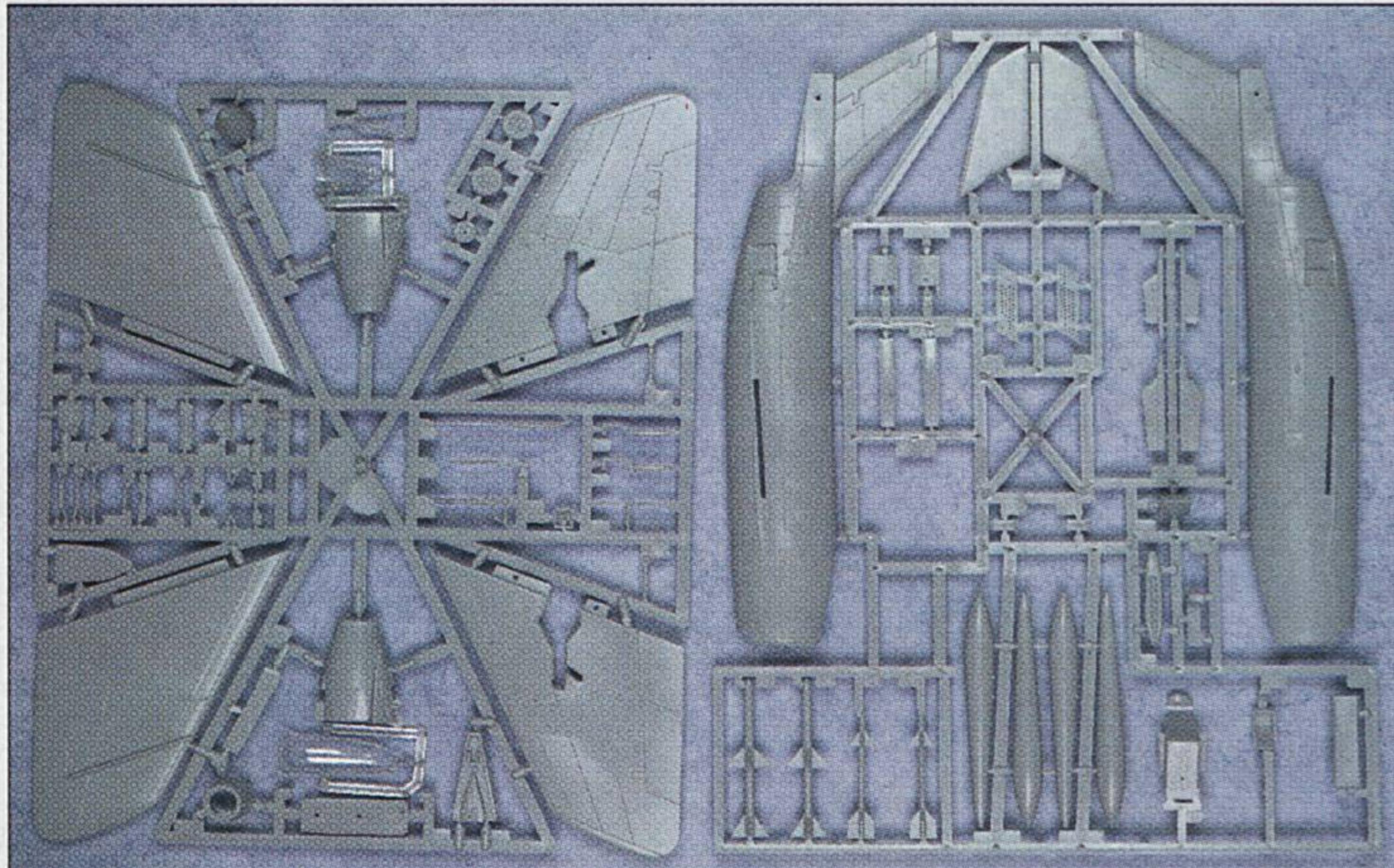


The colourful decal sheet with the F3H-2 offers two schemes

Caruana's article in the May issue (Vol 4 Iss 5).

Cockpit interior detail is limited to a tub, into which goes the basic ejection seat and control column. The entire nose of this kit is moulded separately, and the cockpit tub, wheel well insert and instrument panel are all fitted. Weight of 15g is required in the nose cone to stop you getting a 'tail-sitter'.

Each kit is basically identical, with just the unique parts for each version included. With the H-2/3 version you get the missiles for the F3H-2M version, drop tanks and wing mounted pods of the F3H-2N. With the H-2



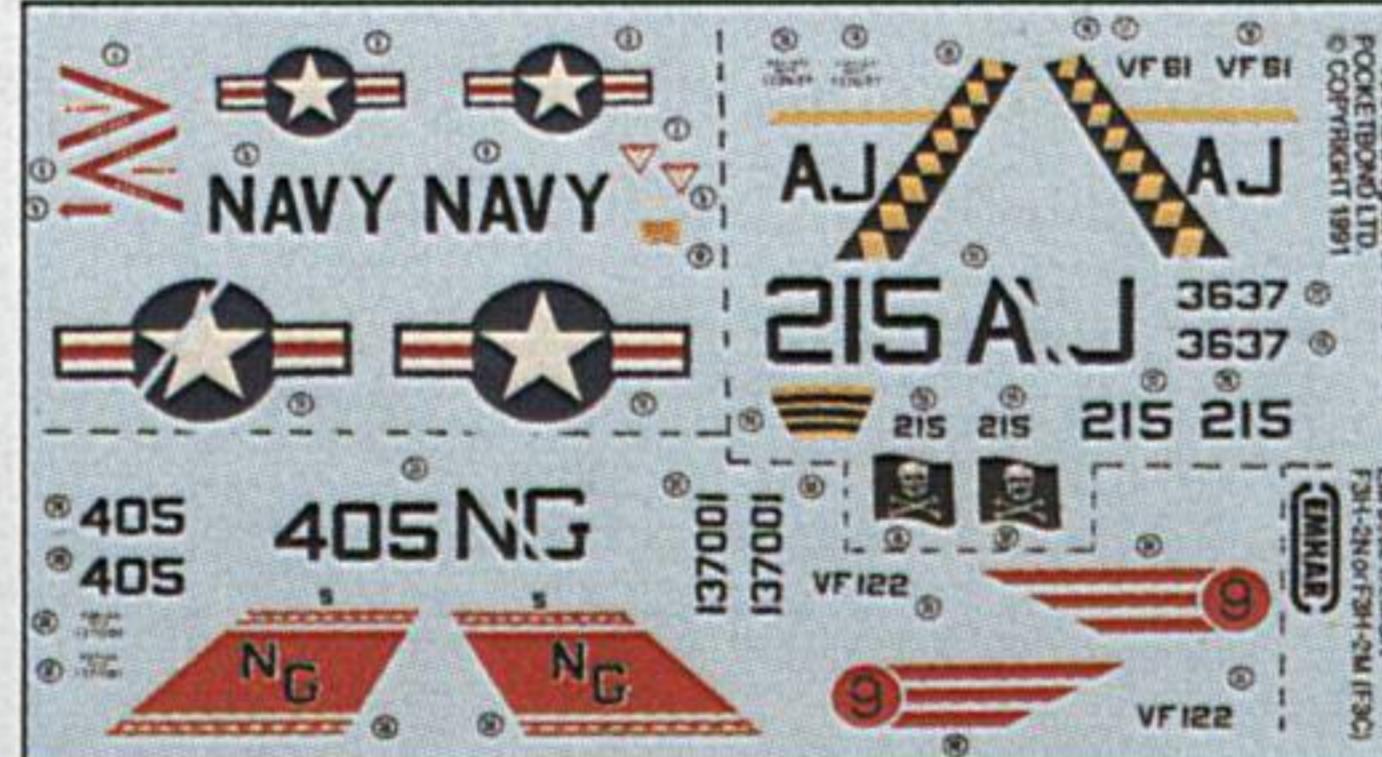
The sprue layout for the F3H-2 is very similar to the previous kit, although additional pieces such as the wing air brakes can be made out

you get the upper wing air brakes, the different style of wing pylons and sidewinder missiles.

Overall the quality of the mouldings is good, with recessed panel lines and average detail. The kits will both benefit from additional detailing, but the basics are all there and these are the only injection moulded kits of the type available.

Colour Options & Decals

Each kit offers two schemes. The H-2N and M offer markings for a machine of VF-122 in 1958 (F3H-2N) or a machine of VF-61 in 1959 (F3H-2M). Each machine is Gull Grey over White, with a black radome and anti-dazzle panel on the nose. The instructions include detail painting throughout construction and the colours are also listed



The decal sheet from the F3H-2N/M kit

by Federal Standard (FS) numbers. The F3H-2 kit also comes with two colour options. The first is a machine of VF-31 in 1960, whilst the other is from VF-64 in 1958. Each machine is Gull Grey over White with the black radome and anti-dazzle panel.

The decals offered in both kits are very good. The images are well printed, with excellent register and the carrier film is not excessive. In the first kit the tail bands of VF-122 are supplied, as are the rudder markings for the VF-61 option. In the second kit the tail bands of VF-31 and rudder bars of VF-64 are included, along with the fuselage stripe of the VF-64 machine. No stencilling is given.

Conclusion

Both of these kits are well within the skills of all model makers. Beginners and novices will find each easy to build and satisfying, while the more advanced will enjoy the additional detail they can add. The Demon is a very famous type and one which has been long neglected, so it is good to have these kits back on the market once again.

Our thanks to Pocketbond Ltd for the review samples.

of the No.77 Squadron based at Lübeck in February 1948. This machine is silver overall with black de-icing boots along the wing, tail plane and vertical fin leading edges.

The large decal sheet is of excellent quality with perfect registration. They are printed for Revell® in Italy and the images are of a semi-gloss finish. Carrier film is not excessive and the sheet includes all the unique markings as well as a complete set of stencilling.

Conclusion

It is good to see this kit back on the market once again, as second-hand prices have been increasing recently. The new decals make for some impressive schemes, although I am sure that there will be a number of after-market decal manufacturers who will release some additional sheets in the coming months.

This is certainly a big and impressive kit. It is easy to build and I am sure that it is within the scope of all modellers. Monogram certainly made some classic kits in this scale and I have got to say that the C-47 is one of them. Our thanks to Revell® for the review sample.



The excellent new decal sheet offers markings for three machines, as well as a complete set of stencils

Douglas C-47 Skytrain



Information

Manufacturer: Revell®
Scale: 1/48th Price: £TBA
Origin: Monogram (USA)
Type: Injection Moulded Plastic
Parts: Plastic 67, Clear 6
Panel Lines: Raised
Decal Options: 3
UK Distributor: Binney & Smith (Europe) Ltd, Ampthill Road, Bedford. MK42 9RS Tel: 01234 360201 Fax: 01234 342110
Originally Issued: 1978
Also issued by: Monogram

To celebrate the 50th Anniversary of the Berlin Airlift, Revell® have re-issued this C-47 which is in fact the excellent Monogram tooling. The kit is a very sought-after subject in this scale, being the only one, and its re-issue will be welcomed by a great number of modellers.

The kit comes in a silver coloured plastic with raised panel lines and although there is some flash, it is limited in the number of parts it affects and will cause no real problems for anyone. Included within this issue are the nine paratrooper figures and benches from the original issue, although none of these are required in this version. There is good moulded detail inside the fuselage halves and the cockpit interior is well detailed with seats, controls and an instrument panel. All details are raised in these areas and there are a number of ejector pin marks on some of the parts. Careful preparation of all of the interior pieces and additional detail will pay dividends here, as the interior is big (and empty!). Thankfully the clear parts are sealed in a separate plastic bag within a larger one, and they are nice and clear.

Modification of the rear end of the fuselage is required on this kit and the instructions show which areas have to be removed. The instructions do state that filler should be used to fill the resulting hole, however I suspect it is too big for filler and you would be better to fair

the area overall with plastic card. The detail moulded onto each engine front is excellent and will be improved with some good colour washes during the painting stages.

Colour Options and Decals

There are three new options offered in this kit, all of them relating to the Berlin Airlift. The first is a C-47K-AD of the 525th Fighter Squadron. This machine is silver overall with the legend 'Camel Caravan to Berlin' on each side of the fuselage and the engine nacelles in yellow. The second option is also a USAF machine and it depicts a C-47A-80-DL of the 60th Troop Carrier Wing (Heavy), HQ Flt, based at Fassberg in November 1948. The final option is for an RAF machine and it is a Dakota C Mk IV

of the No.77 Squadron based at Lübeck in February 1948. This machine is silver overall with black de-icing boots along the wing, tail plane and vertical fin leading edges. The large decal sheet is of excellent quality with perfect registration. They are printed for Revell® in Italy and the images are of a semi-gloss finish. Carrier film is not excessive and the sheet includes all the unique markings as well as a complete set of stencilling.

Conclusion

It is good to see this kit back on the market once again, as second-hand prices have been increasing recently. The new decals make for some impressive schemes, although I am sure that there will be a number of after-market decal manufacturers who will release some additional sheets in the coming months.

This is certainly a big and impressive kit. It is easy to build and I am sure that it is within the scope of all modellers. Monogram certainly made some classic kits in this scale and I have got to say that the C-47 is one of them. Our thanks to Revell® for the review sample.

Ed. Due to the size of the parts of this kit we were unable to make them fit!

East Midlands Model Show



1/48th Aichi M6A1 Seiran prototype built from the Tamiya kit



1/72nd scale foreign Harriers on the stand of the Harrier SIG



1/48th Grumman TBM-3W2 Avenger AEW, Royal Canadian Navy. Converted from the Accurate Miniatures kit with the MDC conversion set



1/48th Focke-Wulf Fw 58 Weihe built from the MPM kit. It was first in the class 'Aircraft, Pre-1945' and was built by Graham Green



1/48th scale MiG-23 of the Czech Air Force by Johnathan Styles, hand painted by Gill Styles of the Sapcote Tiger Club

Photos by Robert Day



Martin PBM-5 Mariner, USCG Massachusetts. Conversion from the Revell kit



1/48th Gloster Javelin FAW.9 of No.25 Sqn. from the Dynavector kit



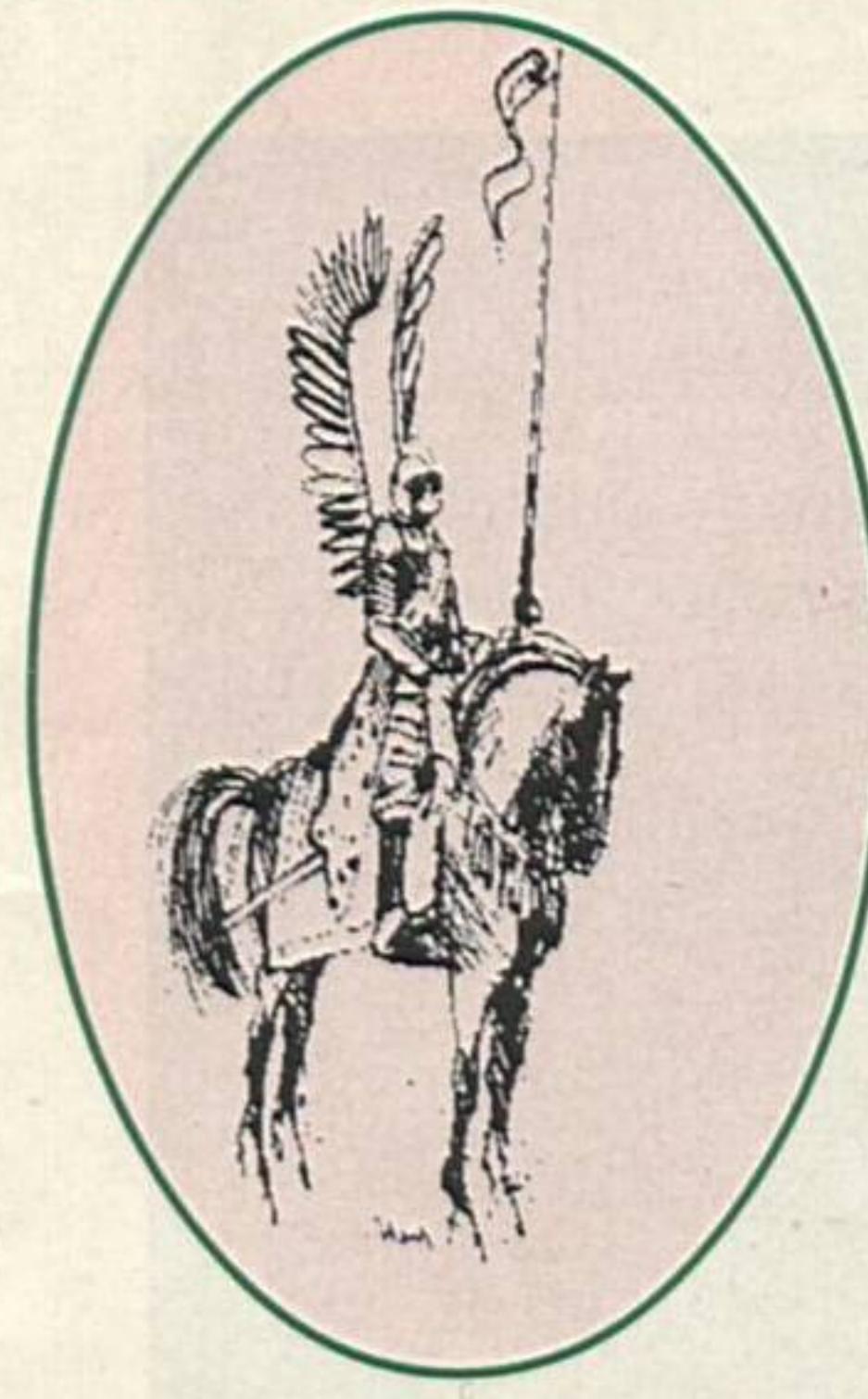
Sheffield Model Group display of aircraft of the Pacific War. Models by Brian House, Matthew Moore and others



1/48th Junkers Ju 87D-5 based at Ravenna, Italy depicted on a diorama by the Quarter Scale Group



1/48th Heinkel He 219 A7 of NJG.1 being inspected by advancing American troops at Bad Aibling, Germany



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72-018- Messerschmitt BF-109-: JG 5 Eiserner F-4/G-6-Hptm. Horst Carganico - II Gruppenkommander BF-109G-6 Late 1943. This aircraft carries a rather large Mickey Mouse emblem on one side of the aircraft. Colour scheme is standard RLM 74/75/76 FW. Rudolf "Rudi" Muller - 6th Staffel BF-109F-4 late 1942 - Pestamo,Finland-: Yellow 3,carries emblem of a cat forward of the front cockpit glass. Colour scheme is RLM 70/74/75/76.Lt Heinrich Ehrl 6th Staffel - BF-109F-4 - July 1942- Petasamo, Finland-: Yellow 12, this aircraft carries a scheme of RLM 70/74/75/76. Oblt. Hans Schneider, 10th Staffel -BF-109G-6- October 1944 - Kaamanen,Finland-: Black 4, this aircraft carries a scheme of RLM 74/75/76.FW. Heinrich Bartels, 8th Staffel - BF-109F-4: Black 13, this aircraft carries a scheme of RLM 70/74/75/76.£4.95

72-019-: Messerschmitt BF-109-: Stab/JG 3 "Udet"- F-2/G-2-Hptm. Hans von Hahn - I Gruppenkommander BF-109F-2, Wnr 5458 - July,1941- Eastern front. Colour scheme is RLM74,71,75 and RLM76. Hptm. Kurt Brandt - I Gruppenkommandeur BF-109F-4, Wnr 13387 - August, 1942, Frovov (Stalingrad)-Eastern Front. Colour scheme of RLM0270/74/75/76, unknown style of spinner. Yellow fuselage band and probable lower engine cowling and lower wingtips. Obst. Wolf-Dietrich Wilcke - Kommodore BF-109G-2/E6 - Late 1942- Eastern Front-: Colour scheme is RLM74/75/76 with RLM 02/70/74 Motling, RLM780 spinner,yellow lower engine cowling,lower wingtips and fuselage band. Heavey exhaust stains were present along the wingroot.III Gruppe Technical Officer BF-109F-4 - Eastern Front-: Colour scheme is RLM 70/74/75/79/78 with RLM 02/70/74 motling, RLM70 spinner and swatch on the upper cowling. RLM79 canopy framework,RLM74 supplementray windscreens,armour,yellow fuselage band and possible lower engine cowling and wingtips.I Gruppe Technical Officer BF-109F-4/R-1, unkown Wnr Summer,1942- Southern Russia-: Colour Scheme is RLM70/74/75/78/79,yellow or RLM76 tipped white/black spinner,yellow lower engine cowling,RLM74 supplementray windscreens,armour and windscreens frame,RLM79 canopy frame,probale yellow/fuselage band and lower wingtips £4.95

72-020-: Messerschmitt BF-109F-2/G-2 JG-52 -Oblt.Hermann Graf- (Staffelkapitan BF-109G-2,Wnr 13531-September,1942-Russia-: Yellow 1-: Colour Scheme is RLM74/75/76 with heavy RLM74/75 from mid fuselage to the tail,Yellow or RLM70/Yellow halved spinner with RLM70 backplate. Forward panel of two panel yellow fuselage band overpanited with fresh(darker)RLM74,Probale yellow lower engine cowling and lower wingtips.Hptm. Karl-Heinz Leesmann - I Gruppenkommandeur BF-109F-2, Wnr 8155 - July,1941- Holland. Colour scheme is RLM74/75/76 with RLM02/74 or 74/75 motling,yellow engine cowling and rudder.Hptm.Helmut Bennemann - I Gruppenkommandeur BF-109G-2/R6 - Russia-: Colour scheme is RLM74/75/76 with white/balcked halv or quarted spinner with RLM70 backplate,Yellow fuselage band and probable lower wingtips.Oblt.Gunther Rall - 8th Staffelkapitan BF-109G-2 - Russia,Black 13-: Colour scheme is RLM74/75/76 with RLM70 or 1/3 white-RLM70 spinner,RLM76 wingroots,yellow fiselage band and probable lower wingtips.Oblt.Johannes Steinhoff - 4th Staffelkapitan BF-109F-4 - Russia-: Black 1-: Colour Scheme is RLM74/75/76 with probable RLM70 spinner,yellow engine cowling and lower wingtips,yellow double fuselage band,red rudder trim tab.£4.95

72-021-: I & II/JG-1 "Oesau" 1944 - Focke Wulf FW-190A-67-: Oblt.Rudiger von Kirchmayer - 6th Staffel FW-190A-6, Wnr unkown, Stormede,Germany - May 1944: Red 13-: Colour scheme is RLM75/75/76,white spiraled RLM70 spinner,yellow lower engine cowling,balck exhaust panels, and probable red trim tabs.Hptm.Alfred Grislawski - 1/Staffelkapitan - FW-190A-7,Wnr 430965 Dortmund,Germany - January 1944: White 9-: Colour Scheme is RLM74/75/76 with white spinner,balck exhaust panels,yellow or (red) lower engine cowling and soft edged lower wingtips,RLM76 wingroots, and probably red trim tabs.RLM76 wrap onto upper wing leading edge,Maj.Heinz Bar - II Gruppenkommandeur FW-190A-7, Wnr 431007 Stormede,Germany - April 1944: Red 13-: Colour scheme is RLM74/75/76 with RLM75 upper engine cowling and forward area of gun cowling,white spiraled RLM70 spinner,yellow lower engine cowling,balck exhaust panel matting(probable),red fuselage band.£4.95

48-024- Focke Wulf FW-190A-4/6 VJG 1-Lt.Eberhard Burath - I Gerup Adjutant FW-190A-4,Wnr 581 Holland, Spring 1943: Balck < I-: Colour Scheme is RLM74/75/76 with light RLM74 motling on the fuselage and vertical tail,Red or RLM70 spinner,Balck and white stripped engine cowling with yellow lower engine cowling,Balck exhaust panel matting with white edge on the upper flash.Lt.Heinz-Gunther Luck - 1st Staffel - FW-190A-6,WNR unkown Deelen,Holland - September 1943, White 9-: Colour scheme is RLM74/75/76 with black spiraled white spinner,black cowling ring,black and white checkered engine cowling,yellow engine cowling, and wavy wing leading edge demarcation.Unkown pilot - 1st Staffel FW-190A-4,WNR unkown Deelen,Holland - April 1943: White 8-: Colour scheme is RLM74/75/76 with RLM02 speckling along the sides of the upper fuselage,White spinner and engine cowling with yellow lower engine cowling,Balck exhaust panels,possible dirty white or yellow rudder with heavy motting.Fw.Fritz Husser - 1st Staffel FW-190A-4, WNR 583 Deelen,Holland - April/May 1943-: White 10-: Colour scheme is RLM74/75/76,white spinner and engine cowling with yellow lower engine cowling,Balck exhaust panels,RLM76 trailing wingroots.£4.95

48-025- Focke Wulf FW-190A-4/5 in Holland-: Lt.Rudiger von Kirchmayer - Technical Officer FW-190A-5, Wnr Unkown Holland - Spring 1943: Black <O-: Colour is RLM74/75/76 with RLM02/70/74 motling on fuselage and vertical tail,Green-Tipped RLM70 spinner,Red or Yellow lower engine cowling.Balck Exhaust panel matting and possibly the wingroots as wells,White outline upper wing and fuselage wing wing crosses.Unkown pilot - 4th Staffel FW-190A-4, Wnr 526 Holland 1942: White 10-: RLM74/75/76 with yellow engine cowling,Balck exhaust canels, and RLM02 fuselage motting.The RLM70 spinner may have ahd white tip.Camouflage on the cowling extends downwards to enhance the vizual contrast of the Tatzelwurm.Unkown pilot - 6th Staffel FW-190A-4,WNR unkown Leeuwarden,Holland - March 1943-: Yellow 10-: Colour scheme is RLM74/75/76 with RLM74 fuselage spine,Balck exhaust panels,yellow rudder, and red trim tabs.Probable yellow tipped RLM70 spinner and yellow lower engine cowling.Fw.Kerner - 5th Staffel FW-190A-4,WNR 7032 Woensdrecht,Holland - January 1943-: Balck 10-: Colour scheme is RLM74/75/76 with red tipped RLM70 spinner,extended yellow lower engine cowling, and red trim tabs.Right side of fuselage of fuselage apparently sprayed with RLM75.£4.95

48-027-: I & II/JG-1 "Oesau" 1944 - Focke Wulf FW-190A-67-: Oblt.Rudiger von Kirchmayer - 6th Staffel FW-190A-6, Wnr unkown, Stormede,Germany - May 1944: Red 13-: Colour scheme is RLM75/75/76,white spiraled RLM70 spinner,yellow lower engine cowling,Balck exhaust panels, and probable red trim tabs.Hptm.Alfred Grislawski - 1/Staffelkapitan - FW-190A-7,Wnr 430965 Dortmund,Germany - January 1944: White 9-: Colour Scheme is RLM74/75/76 with white spinner,balck exhaust panels, yellow or (red) lower engine cowling and soft edged lower wingtips,RLM76 wingroots, and probably red trim tabs.RLM76 wrap onto upper wing leading edge,Maj.Heinz Bar - II Gruppenkommandeur FW-190A-7, Wnr 431007 Stormede,Germany - April 1944: Red 13-: Colour scheme is RLM74/75/76 with RLM75 upper engine cowling and forward area of gun cowling,white spiraled RLM70 spinner,yellow lower engine cowling,Balck exhaust panel matting(probable),red fuselage band.£4.95

48-028-: III/JG 27 Messerschmitt BF-109F-4/Trop,Balck 7-: Unknown Staffelfuhrer - 8th Staffel BF-109F-4/Trop - Unknown Wnr Summer 1942-: Balck 7-: Colour scheme is RLM78/79 with white spinner,noise band, and wingtips.RLM79 overspray on natural metal sand filter screen.Lt.Werner Schroer - 8 Staffelkapitan BF-109F-4/trop Wnr 8567 July/September 1942, Balck 1-: Colour scheme is RLM78/79 (or possibly field applied Italian colors) with probable white spinner Noise band, and wingtips,Red rudder trim tab.Lt.Ernst von Johannnes - 9th Staffel BF-109F-4/Trop - Wnr unkown Summer 1942, Yellow 5-: Colour Scheme is RLM78/79 with white spinner,noise band,Fuselage band and wingtips,RLM79 overspray on natural

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metal sand filter screen. Lt Helmut Fenzel - 7th Staffel BF-109F-4/Trop - Wnr 13136 October 26,1942, Balck 7-:Colour scheme is Factory applied RLM78/79 with white spinner,noise band,Fuselage band and wingtips,white taped nose cannon blast tube,sand filter screen is shiny natural metal,rudder touched up with either yellow,Italian sand, or field mix tan,probaly to mask the kill markings of a previous pilot.£4.95

48-036-: JG 26 Focke Wulf FW-190D-9-: Unkown pilot - Geschwaderstab Wnr 401392 Germany 1942, Balck 5-:Colour scheme is RLM81/83/76,RLM70 or RLM24(green) spinner.RLM84 oversprayed vertical tail with RLM81/82 mottling.Unkown pilot - 10th Staffel Wnr 500613 - Celle,Germany - 1945, Balck 10-:Colour is RLM75/81/76 with heavy RLM78/81/83 mottling on the vertical tail.Unkown pilot - 7th Staffel Wnr 500968 Schleswig,Germany Summer 1945. Brown 18-:Colour Scheme RLM81/83/76. Yellow or natural lower engine cowling.The left main gear door, and the right was oversprayed with RLM81.Unkown pilot - 15th Staffel Wnr 60014 - Wilhelmshaven,Germany - 1945, Yellow 14-:Colour scheme is RLM82/76,RLM82 windsreen framing,RLM83 densly oversprayed gun cowling,fuselage spine, and probaly upper wings as well.£4.95

48-049-: Messerschmitt BF-109-: Stab/JG 3 "Udet"- F-2/G-2/Hptm. Hans von Hahn - I Gruppenkommander BF-109F-2, Wnr 5458 - July,1941- Eastern front. Colour scheme is RLM74,71,75 and RLM76. Hptm. Kurt Brandt - I Gruppenkommandeur BF-109F-4, Wnr 13387 - August, 1942, Frovov (Stalingrad)-Eastern Front. Colour scheme of RLM0270/74/75/76, unknown style of spinner. Yellow fuselage band and probable lower engine cowling and lower wingtips.Obst. Wolf-Dietrich Wilcke - Kommodore BF-109G-2/E6 - Late 1942- Eastern Front-: Colour scheme is RLM74/75/76 with RLM 02/70/74 Motling, RLM780 spinner,yellow lower engine cowling,lower wingtips and fuselage band. Heavey exhaust stains were present along the wingroot.III Gruppe Technical Officer BF-109F-4 - Eastern Front-: Colour scheme is RLM74/75/79/78 with RLM 02/70/74 Motling, RLM70 spinner and swatch on the upper cowling, RLM79 canopy framework,RLM74 supplementray windscreens,armour,yellow fuselage band and possible lower engine cowling and wingtips.I Gruppe Technical Officer BF-109F-4/R-1, unkown Wnr Summer,1942- Southern Russia-: Colour Scheme is RLM70/74/75/79/78,yellow or RLM76 tipped white/black spinner,yellow lower engine cowling,RLM74 supplementray windscreens,armour and windscreens frame,RLM79 canopy frame,probale yellow/fuselage band and lower wingtips £4.95

48-052-: JG 52 - Messerschmitt BF-109F-2/G-2-: Oblt.Hermann Graf - (Staffelkapitan BF-109G-2,Wnr 13531-September,1942-Russia-: Yellow 1-: Colour Scheme is RLM74/75/76 with Heavy RLM74/75 from mid fuselage to the tail,Yellow or RLM70/Yellow halved spinner with RLM70 backplate. Forward panel of two panel yellow fuselage band overpanited with fresh(darker)RLM74,Probale yellow lower engine cowling and lower wingtips.Hptm. Karl-Heinz Leesmann - I Gruppenkommandeur BF-109F-2, Wnr 8155 - July,1941- Holland. Colour scheme is RLM74/75/76 with RLM02/74 or 74/75 motling,yellow engine cowling and rudder.Hptm.Helmut Bennemann - I Gruppenkommandeur BF-109G-2/R6 - Russia-: Colour scheme is RLM74/75/76 with white/balcked halv or quarted spinner with RLM70 backplate,Yellow fuselage band and probable lower wingtips.Oblt.Gunther Rall - 8th Staffelkapitan BF-109G-2 - Russia,Black 13-: Colour scheme is RLM74/75/76 with RLM70 or 1/3 white-RLM70 spinner,RLM76 wingroots,yellow fiselage band and probable lower wingtips.Oblt.Johannes Steinhoff - 4th Staffelkapitan BF-109F-4 - Russia-: Black 1-: Colour Scheme is RLM74/75/76 with probable RLM70 spinner,yellow engine cowling and lower wingtips,yellow double fuselage band,red rudder trim tab.£4.95

72-021-: I & II/JG-1 "Oesau" 1944 - Focke Wulf FW-190A-67-: Oblt.Rudiger von Kirchmayer - 6th Staffel FW-190A-6, Wnr unkown, Stormede,Germany - May 1944: Red 13-: Colour scheme is RLM75/75/76,white spiraled RLM70 spinner,yellow lower engine cowling,balck exhaust panels, and probable red trim tabs.Hptm.Alfred Grislawski - 1/Staffelkapitan - FW-190A-7,Wnr 430965 Dortmund,Germany - January 1944: White 9-: Colour Scheme is RLM74/75/76 with white spinner,balck exhaust panels,yellow or (red) lower engine cowling and soft edged lower wingtips,RLM76 wingroots, and probably red trim tabs.RLM76 wrap onto upper wing leading edge,Maj.Heinz Bar - II Gruppenkommandeur FW-190A-7, Wnr 431007 Stormede,Germany - April 1944: Red 13-: Colour scheme is RLM74/75/76 with Heavy RLM74/75 from mid fuselage to the tail,Yellow or RLM70/Yellow halved spinner with RLM70 backplate. Forward panel of two panel yellow fuselage band overpanited with fresh(darker)RLM74,Probale yellow lower engine cowling and lower wingtips.III Gruppe Technical Officer BF-109F-4 - Eastern Front-: Colour scheme is RLM74/75/79/78 with RLM 02/70/74 Motling, RLM70 spinner and swatch on the upper cowling, RLM79 canopy framework,RLM74 supplementray windscreens,armour,yellow fuselage band and possible lower engine cowling and wingtips.I Gruppe Technical Officer BF-109F-4/R-1, unkown Wnr Summer,1942- Southern Russia-: Colour Scheme is RLM70/74/75/79/78,yellow or RLM76 tipped white/black spinner,yellow lower engine cowling,RLM74 supplementray windscreens,armour and windscreens frame,RLM79 canopy frame,probale yellow/fuselage band and lower wingtips £4.95

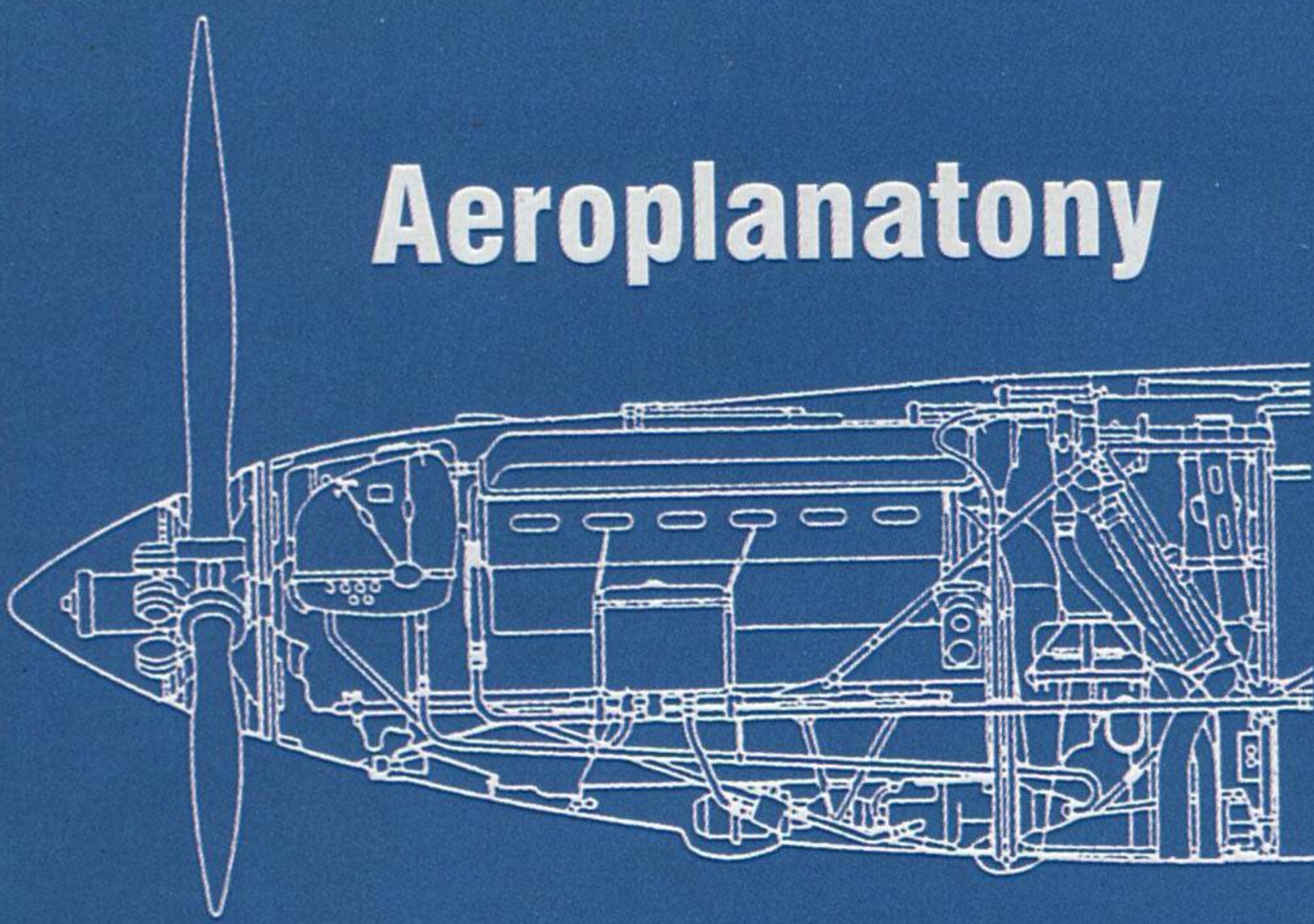
48-022-: Messerschmitt BF-109F-2/G-2-: Oblt.Hermann Graf - (Staffelkapitan BF-109G-2,Wnr 13531-September,1942-Russia-: Yellow 1-: Colour Scheme is RLM74/75/76 with Heavy RLM74/75 from mid fuselage to the tail,Yellow or RLM70/Yellow halved spinner with RLM70 backplate. Forward panel of two panel yellow fuselage band overpanited with fresh(darker)RLM74,Probale yellow lower engine cowling and lower wingtips.Hptm. Karl-Heinz Leesmann - I Gruppenkommandeur BF-109F-2, Wnr 8155 - July,1941- Holland. Colour scheme is RLM74/75/76 with RLM02/74 or 74/75 motling,yellow engine cowling and rudder.Hptm.Helmut Bennemann - I Gruppenkommandeur BF-109G-2/R6 - Russia-: Colour scheme is RLM74/75/76 with white/balcked halv or quarted spinner with RLM70 backplate,Yellow fuselage band and probable lower wingtips.Oblt.Gunther Rall - 8th Staffelkapitan BF-109G-2 - Russia,Black 13-: Colour scheme is RLM74/75/76 with RLM70 or 1/3 white-RLM70 spinner,RLM76 wingroots,yellow fiselage band and probable lower wingtips.Oblt.Johannes Steinhoff - 4th Staffelkapitan BF-109F-4 - Russia-: Black 1-: Colour Scheme is RLM74/75/76 with probable RLM70 spinner,yellow engine cowling and lower wingtips,yellow double fuselage band,red rudder trim tab.£4.95

72-021-: I & II/JG-1 "Oesau" 1944 - Focke Wulf FW-190A-67-: Oblt.Rudiger von Kirchmayer - 6th Staffel FW-190A-6, Wnr unkown, Stormede,Germany - May 1944: Red 13-: Colour scheme is RLM75/75/76,white spiraled RLM70 spinner,yellow lower engine cowling,balck exhaust panels, and probable red trim tabs.Hptm.Alfred Grislawski - 1/Staffelkapitan - FW-190A-7,Wnr 430965 Dortmund,Germany - January 1944: White 9-: Colour Scheme is RLM74/75/76 with white spinner,balck exhaust panels,yellow or (red) lower engine cowling and soft edged lower wingtips,RLM76 wingroots, and probably red trim tabs.RLM76 wrap onto upper wing leading edge,Maj.Heinz Bar - II Gruppenkommandeur FW-190A-7, Wnr 431007 Stormede,Germany - April 1944: Red 13-: Colour scheme is RLM74/75/76 with Heavy RLM74/75 from mid fuselage to the tail,Yellow or RLM70/Yellow halved spinner with RLM70 backplate. Forward panel of two panel yellow fuselage band overpanited with fresh(darker)RLM74,Probale yellow lower engine cowling and lower wingtips.III Gruppe Technical Officer BF-109F-4 - Eastern Front-: Colour scheme is RLM74/75/79/78 with RLM 02/70/74 Motling, RLM70 spinner and swatch on the upper cowling, RLM79 canopy framework,RLM74 supplementray windscreens,armour,yellow fuselage band and possible lower engine cowling and wingtips.I Gruppe Technical Officer BF-109F-4/R-1, unkown Wnr Summer,1942- Southern Russia-: Colour Scheme is RLM70/74/75/79/78,yellow or RLM76 tipped white/black spinner,yellow lower engine cowling,RLM74 supplementray windscreens,armour and windscreens frame,RLM79 canopy frame,probale yellow/fuselage band and lower wingtips £4.95

48-023-: Messerschmitt BF-109F-2/G-2-: Oblt.Hermann Graf - (Staffelkapitan BF-109G-2,Wnr 13531-September,1942-Russia-: Yellow 1-: Colour Scheme is RLM74/75/76 with Heavy RLM74/75 from mid fuselage to the tail,Yellow or RLM70/Yellow halved spinner with RLM70 backplate. Forward panel of two panel yellow fuselage band overpanited with fresh(darker)RLM74,Probale yellow lower engine cowling and lower wingtips.Hptm. Karl-Heinz Leesmann - I Gruppenkommandeur BF-109F-2, Wnr 8155 - July,1941- Holland. Colour scheme is RLM74/75/76 with RLM02/74 or 74/75 motling,yellow engine cowling and rudder.Hptm.Helmut Bennemann - I Gruppenkommandeur BF-109G-2/R6 - Russia-: Colour scheme is RLM74/75/76 with white/balcked halv or quarted spinner with RLM70 backplate,Yellow fuselage band and probable lower wingtips.Oblt.Gunther Rall - 8th Staffelkapitan BF-109G-2 - Russia,Black 13-: Colour scheme is RLM74/75/76 with RLM70 or 1/3 white-RLM70 spinner,RLM76 wingroots,yellow fiselage band and probable lower wingtips.Oblt.Johannes Steinhoff - 4th Staffelkapitan BF-109F-4 - Russia-: Black 1-: Colour Scheme is RLM74/75/76 with probable RLM70 spinner,yellow engine cowling and lower wingtips,yellow double fuselage band,red rudder trim tab.£4.95

72-024-: Messerschmitt BF-109F-2/G-2-: Oblt.Hermann Graf - (Staffelkapitan BF-109G-2,Wnr 13531-September,1942-Russia-: Yellow 1-: Colour Scheme is RLM74/75/76 with Heavy RLM74/75 from mid fuselage to the tail,Yellow or RLM70/Yellow halved spinner with RLM70 backplate. Forward panel of two panel yellow fuselage band over

Aeroplanatony



The MiG-3

by Harry Woodman

To tie-in with Richard J. Caruana's feature on the MiG-3 in this issue, Harry Woodman brings you some details and period photographs on the type to help those of you modelling this aircraft.

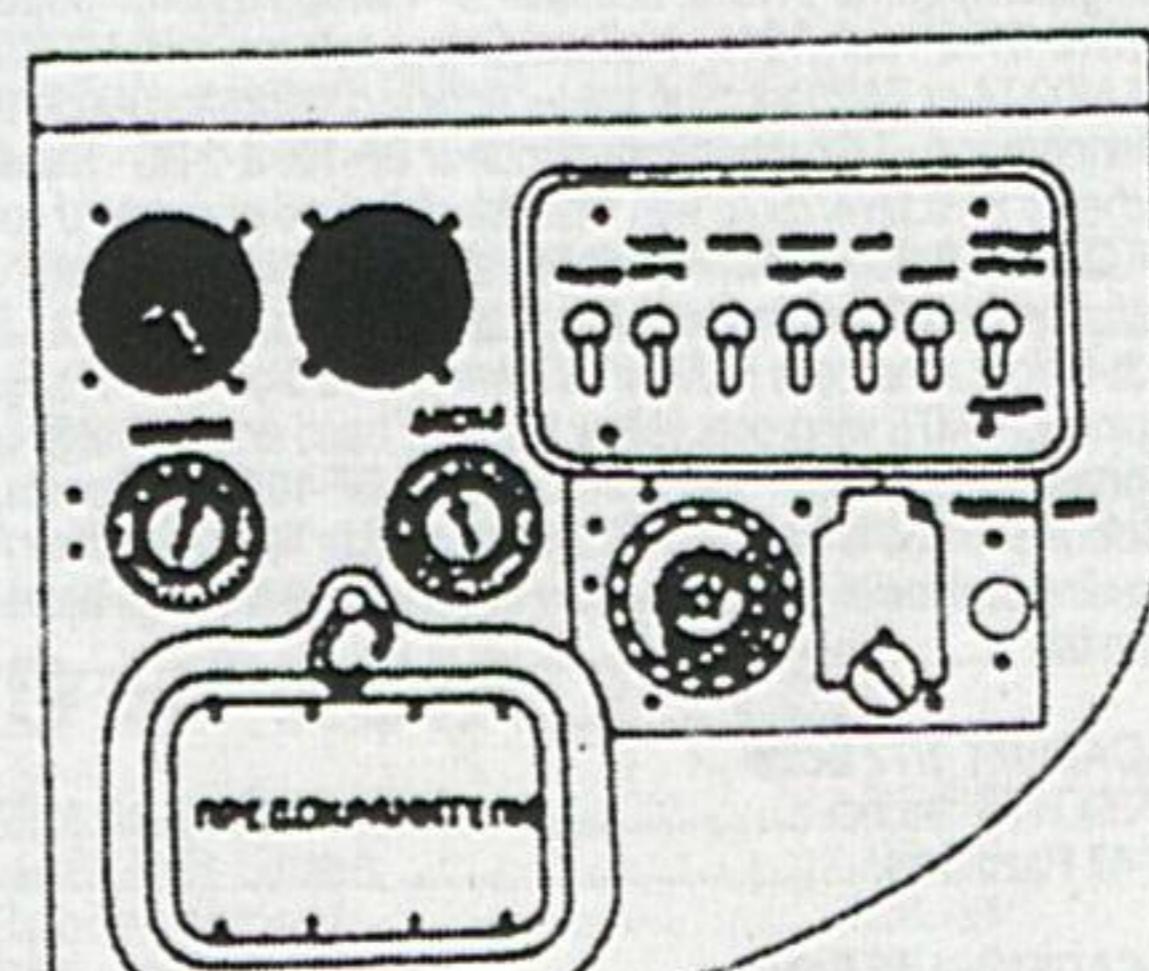
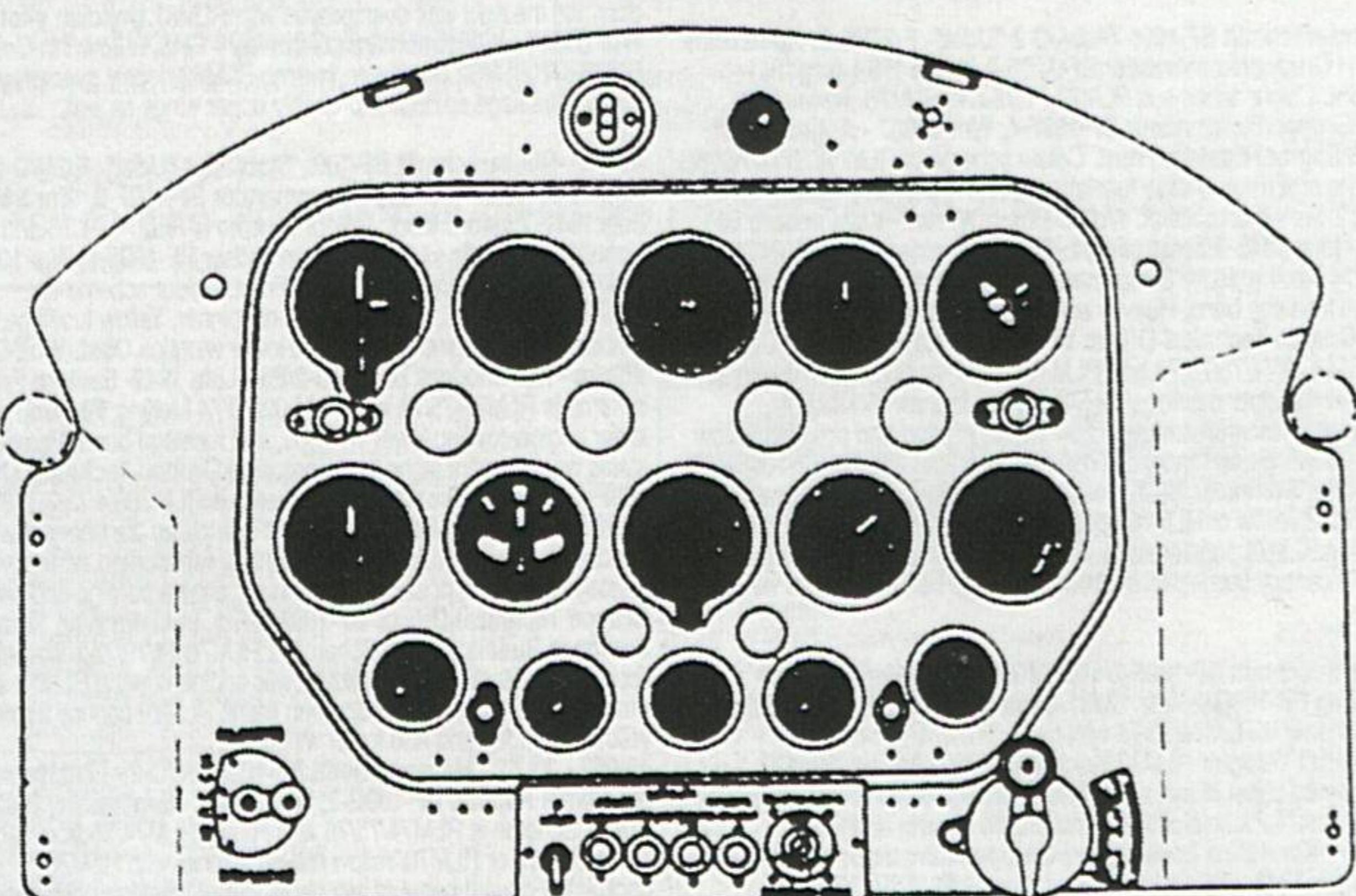


An unknown pilot who is thought to be a member of a Black Sea Aviation unit. Note the summer flying kit of black leather coat and boots and the parachute harness and pistol holster. Date probably 1943. (N.B. This aircraft has no wireless mast)

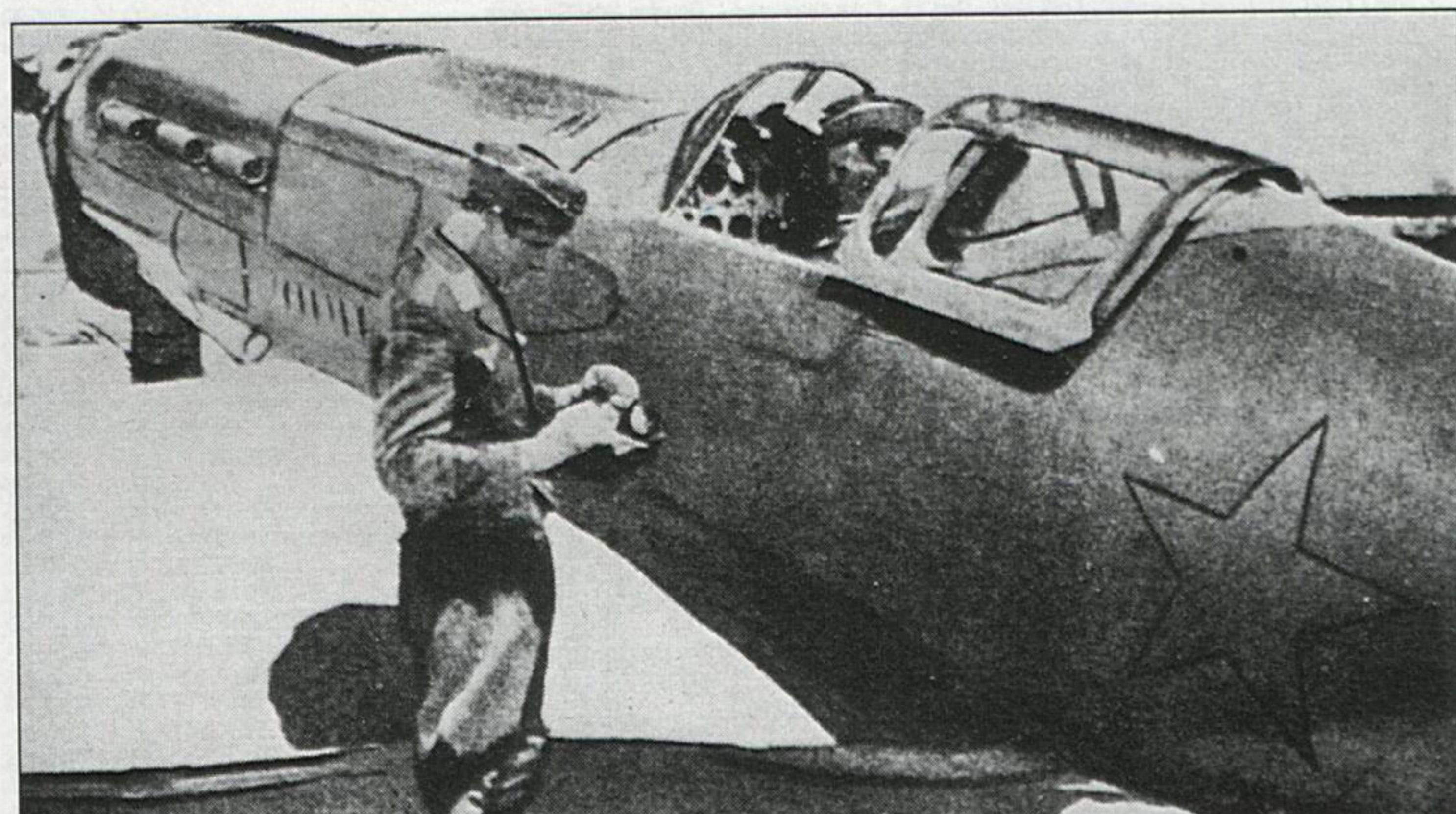
(All photos Woodman/Petrov)



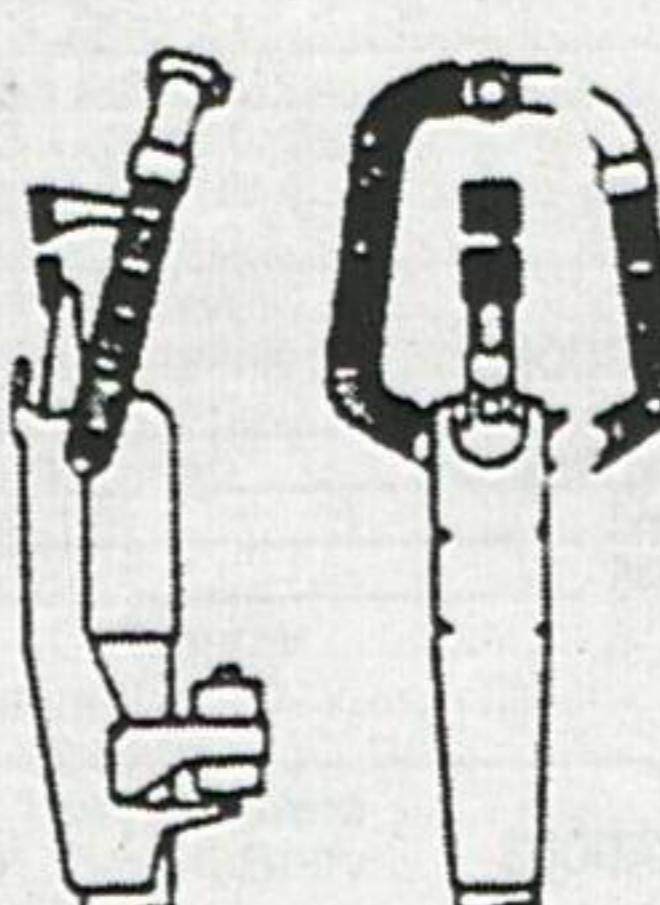
MiG-3s of the 7th IAP (7th Fighter Aviation Regiment) of the VVS-ChF (Black Sea Fleet) photographed in 1944



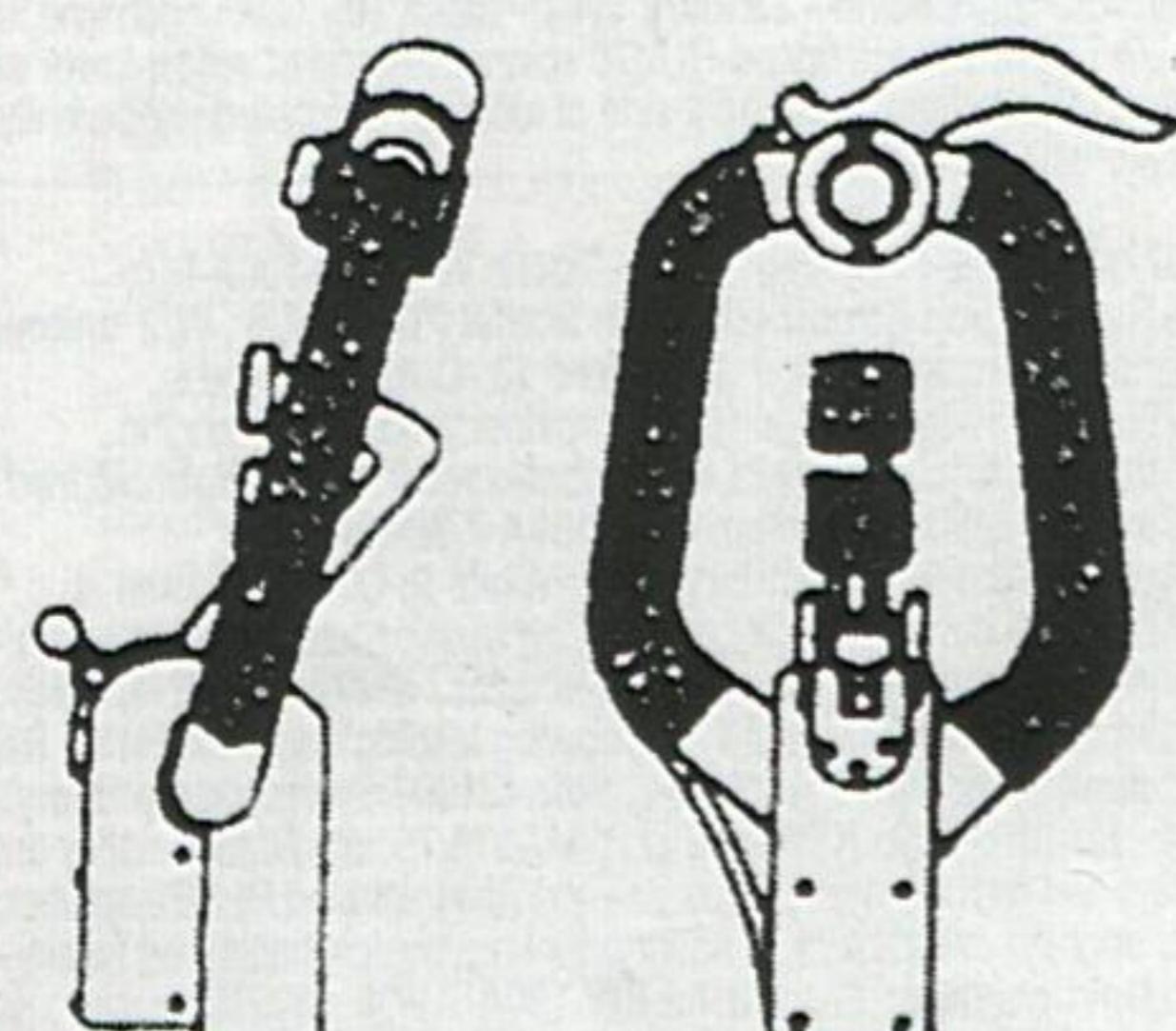
The main instrument panel (above) and the electrical distribution panel (left) from the late production examples



Taken by the German propaganda section, this shot shows a captured MiG-3 being inspected by German troops. Points of interest are the instrument panel, which is painted aluminium and the overall airframe colour. This appears to be what was known as 'smoke grey' and as you can see this machine has the Russian stars outlined in black, which is quite unusual.



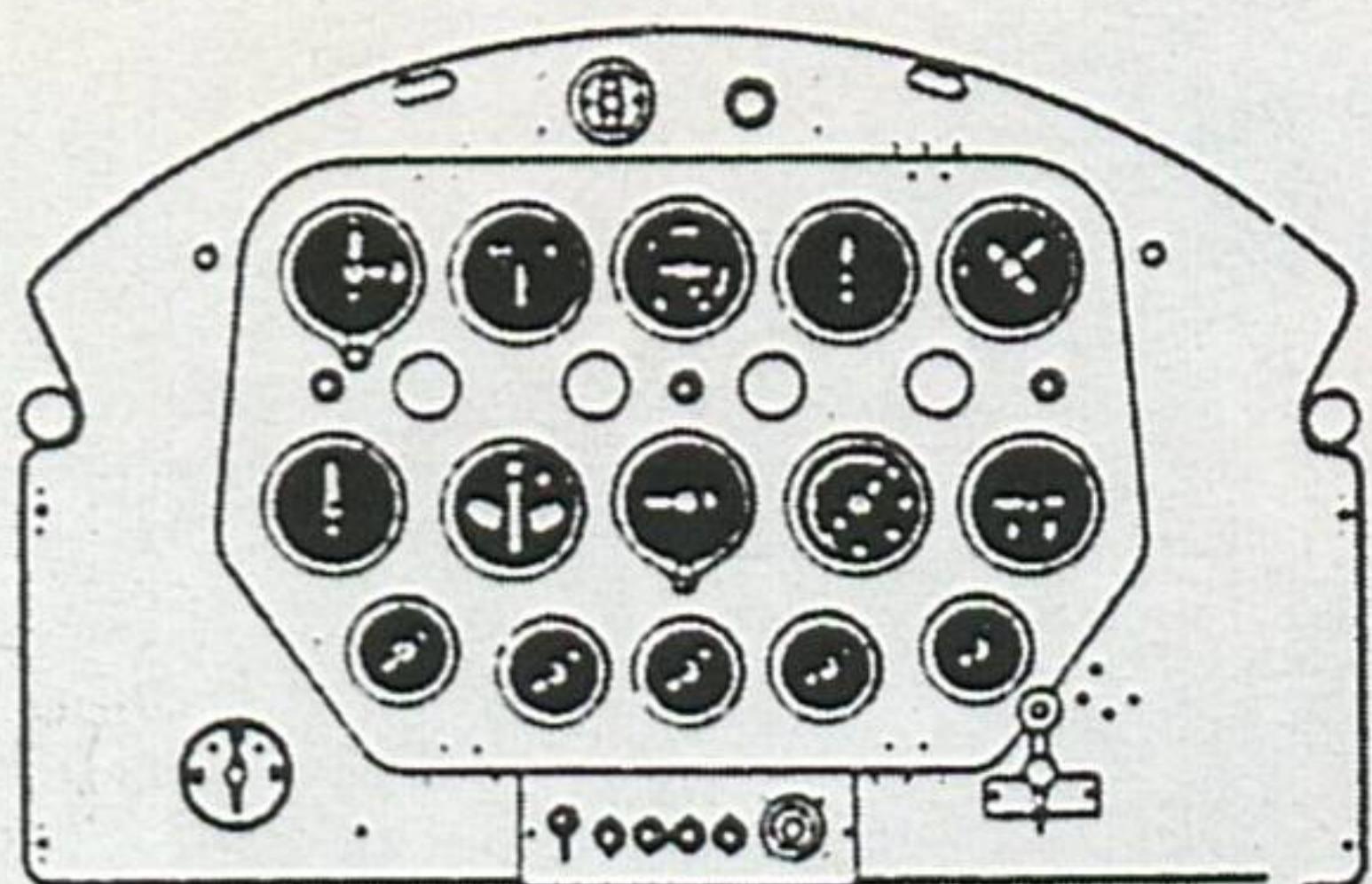
The control column top from the early production MiG-3



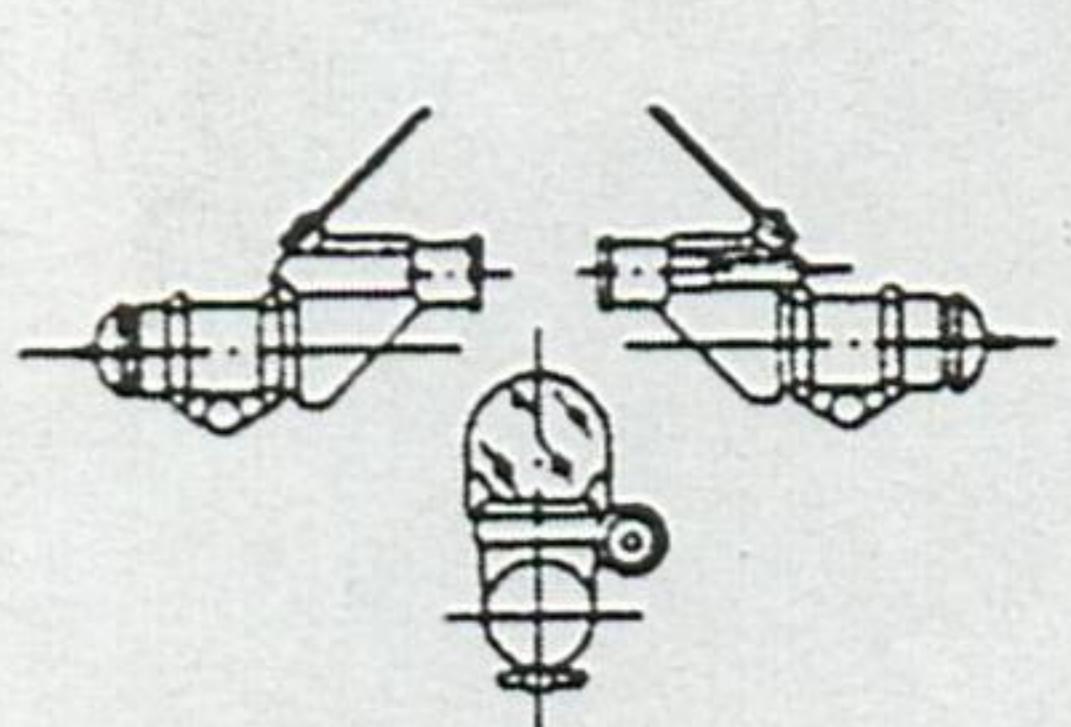
The control column top from the later production MiG-3

Thanks

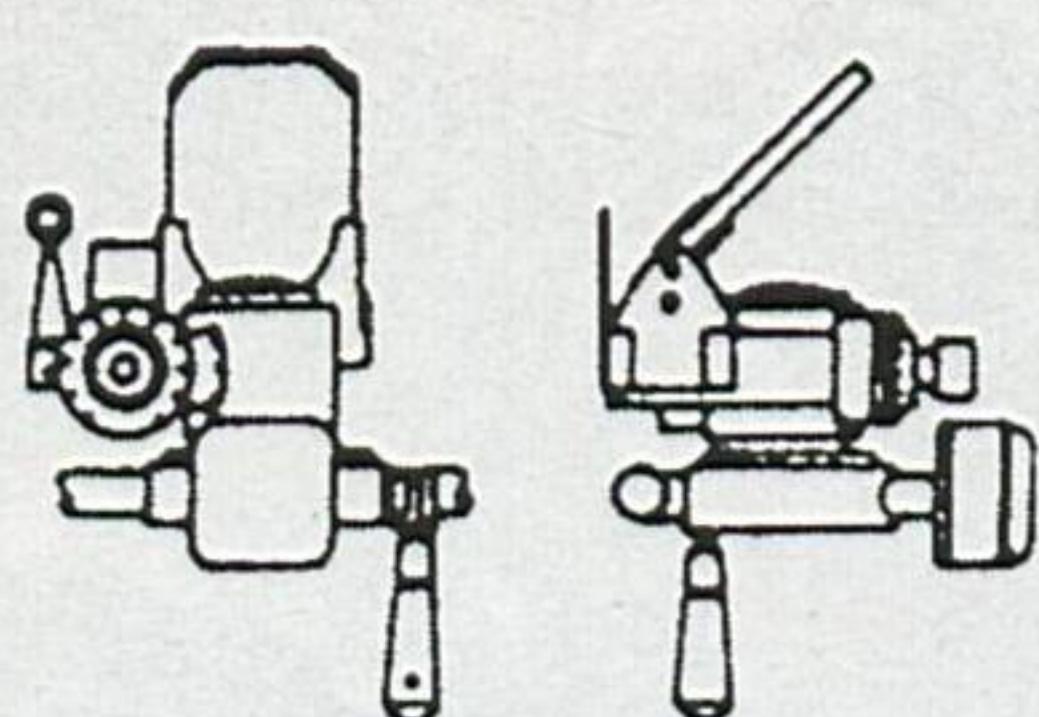
Additional details were supplied by the Russian Aviation Group of Air Britain.



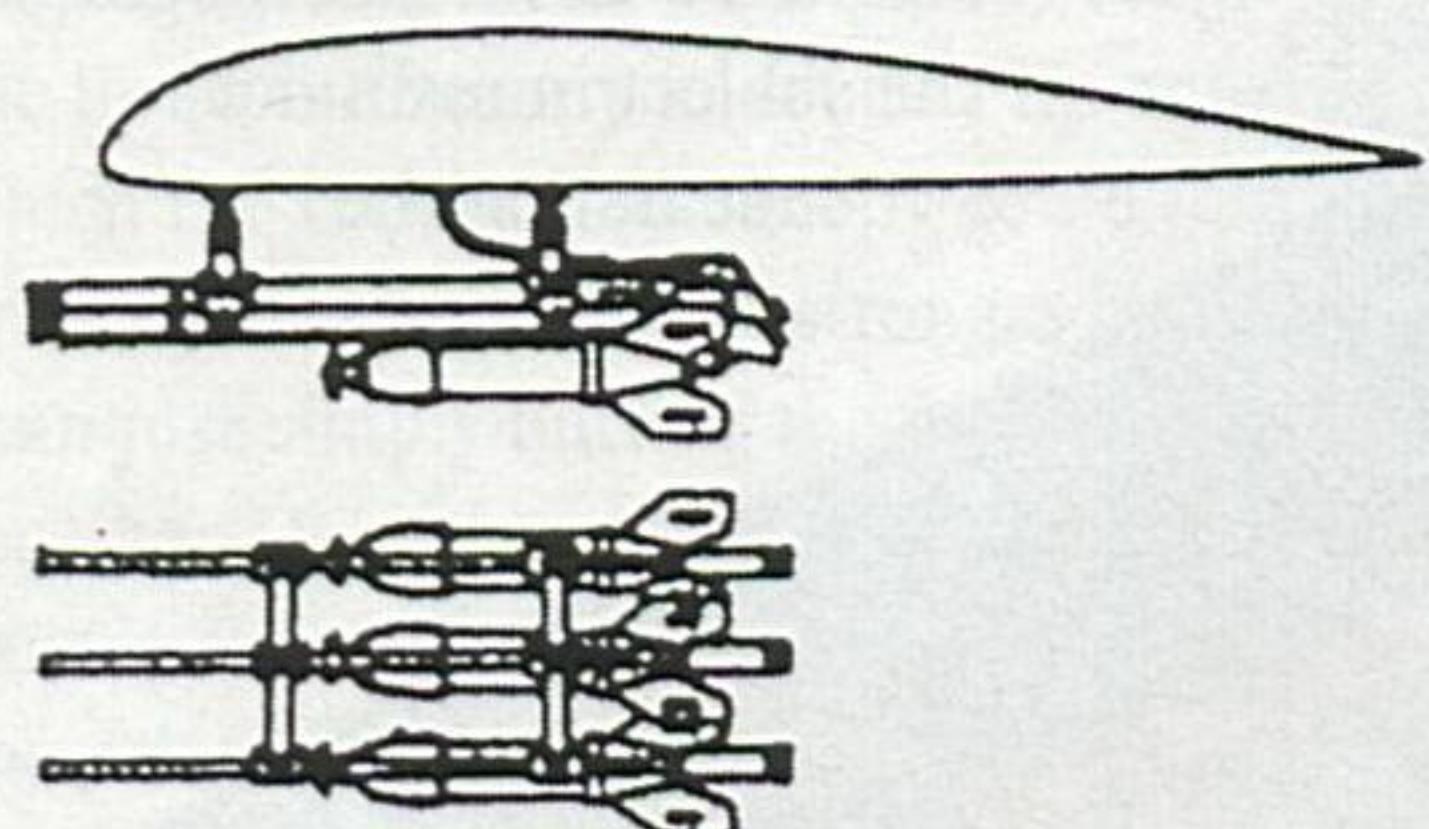
The main instrument panel (early production)



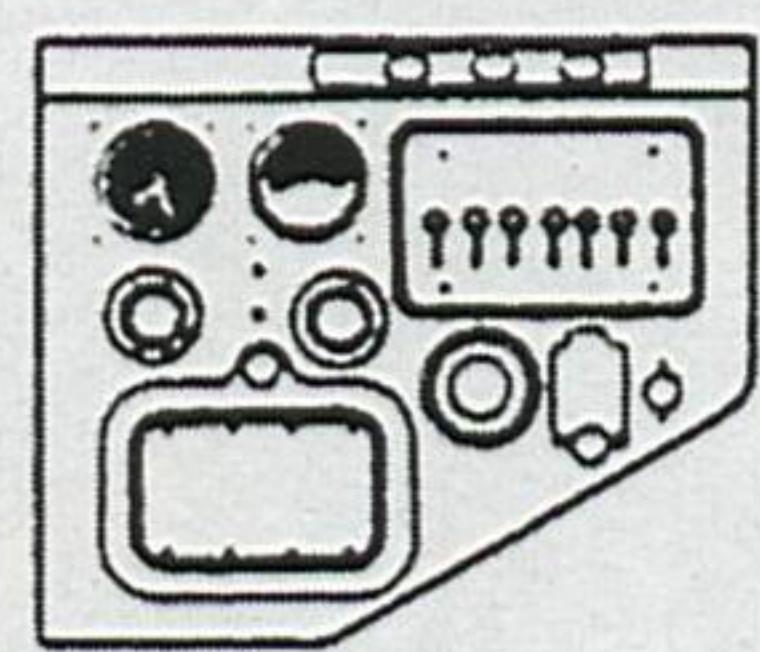
The NAH-23 gunsight from the early production machines



The gunsight fitted to many of the late series machines



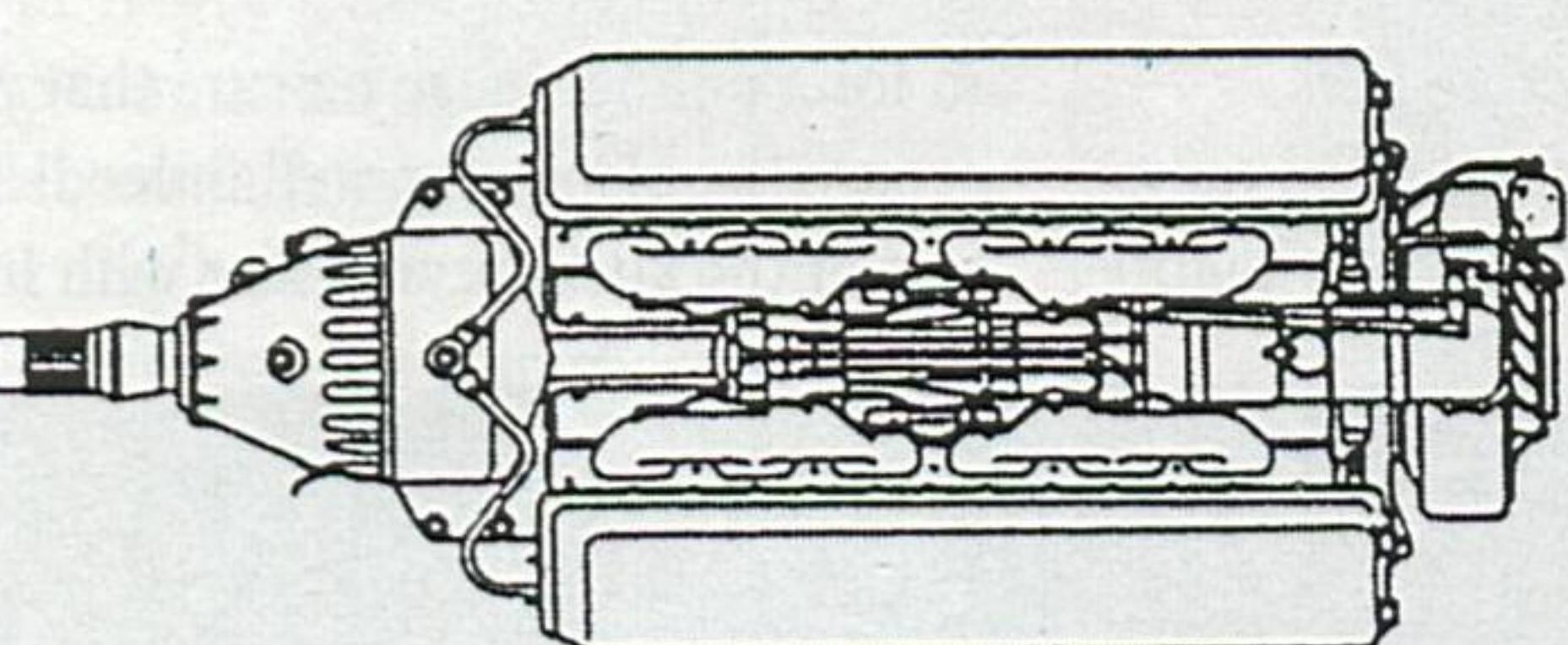
The RS-82 rockets carried by the MiG-3 (6 could be carried)



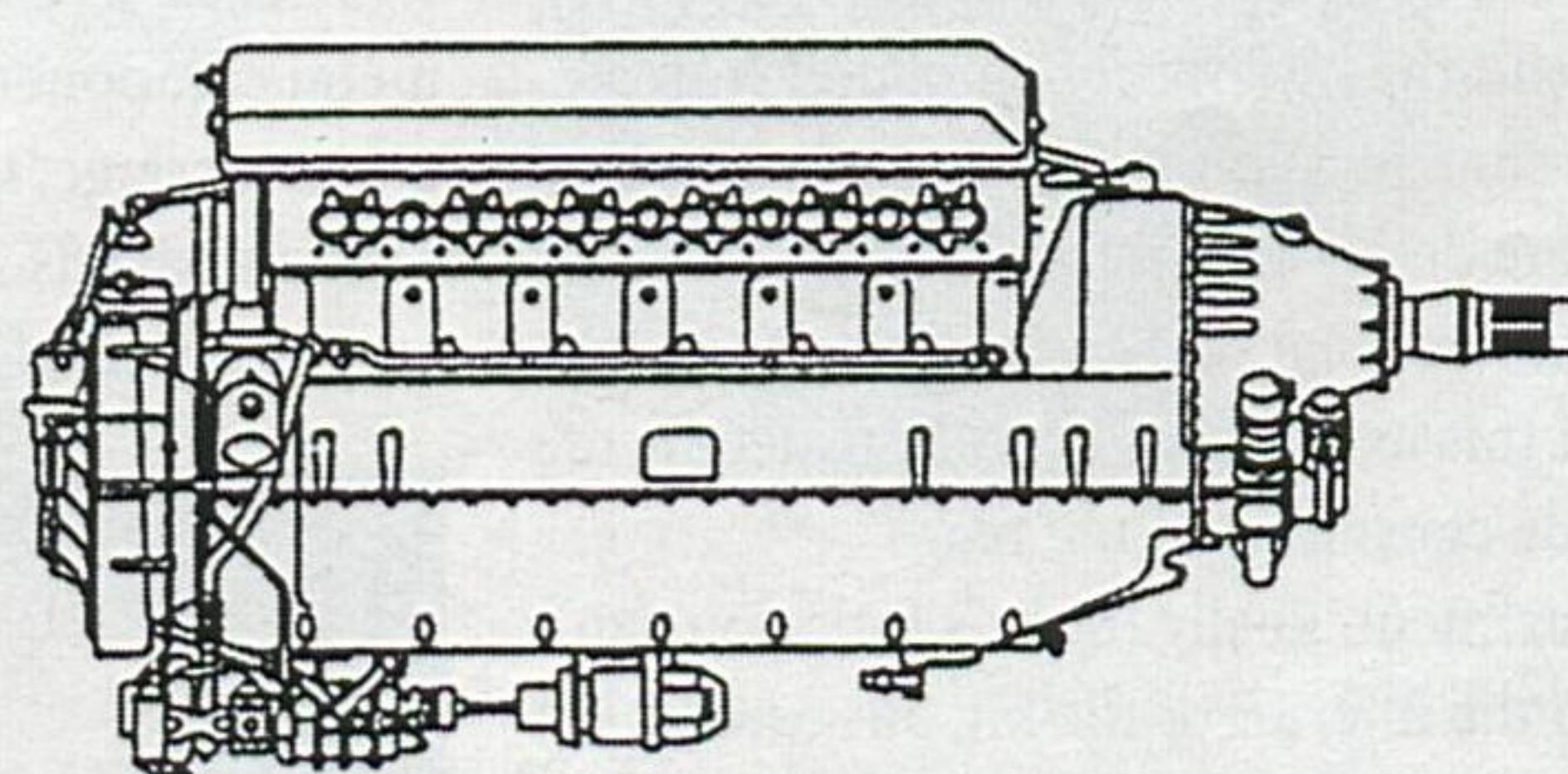
The electrical distribution panel on the starboard sidewall, alongside the instrument panel



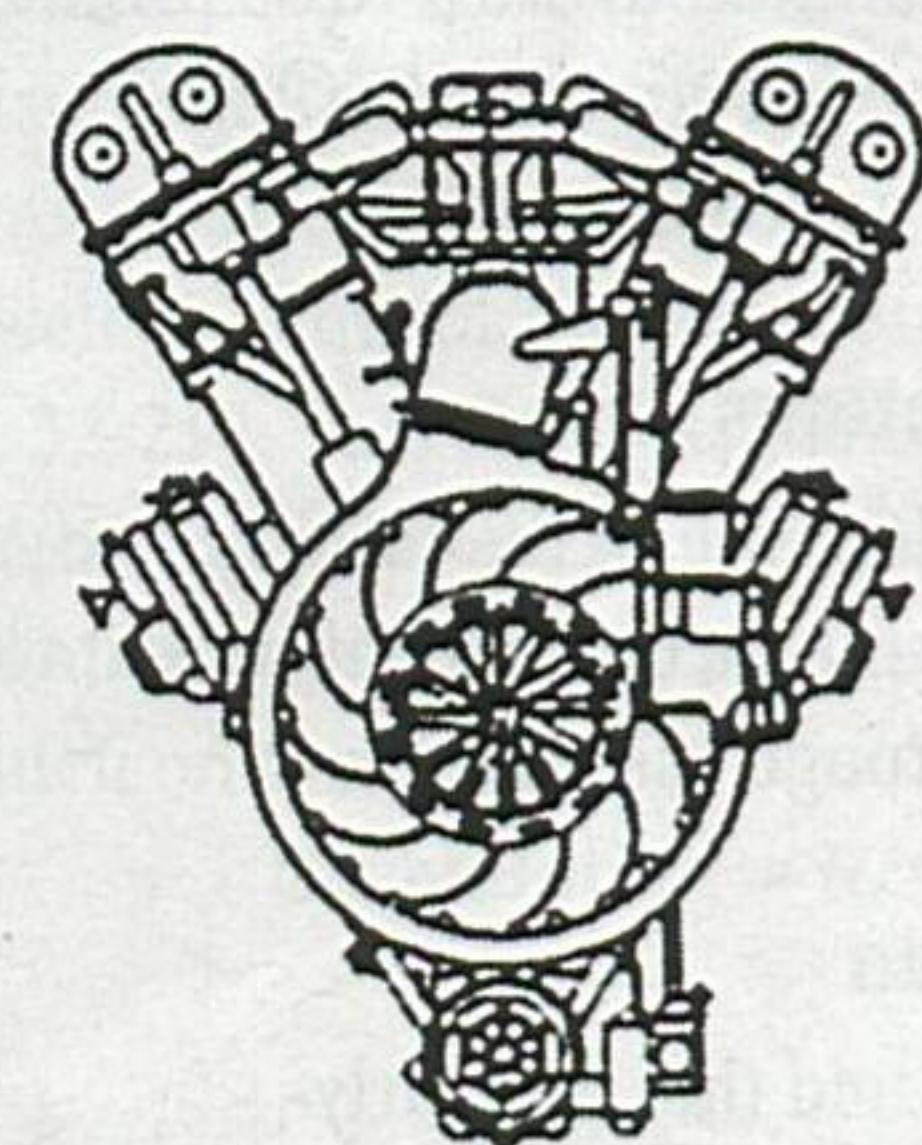
Here we see a pilot of what must be the Baltic Fleet in full winter gear. The MiG-3 in the background appears to have the whitewash scheme over a basic dark green upper surface, and has no wireless mast



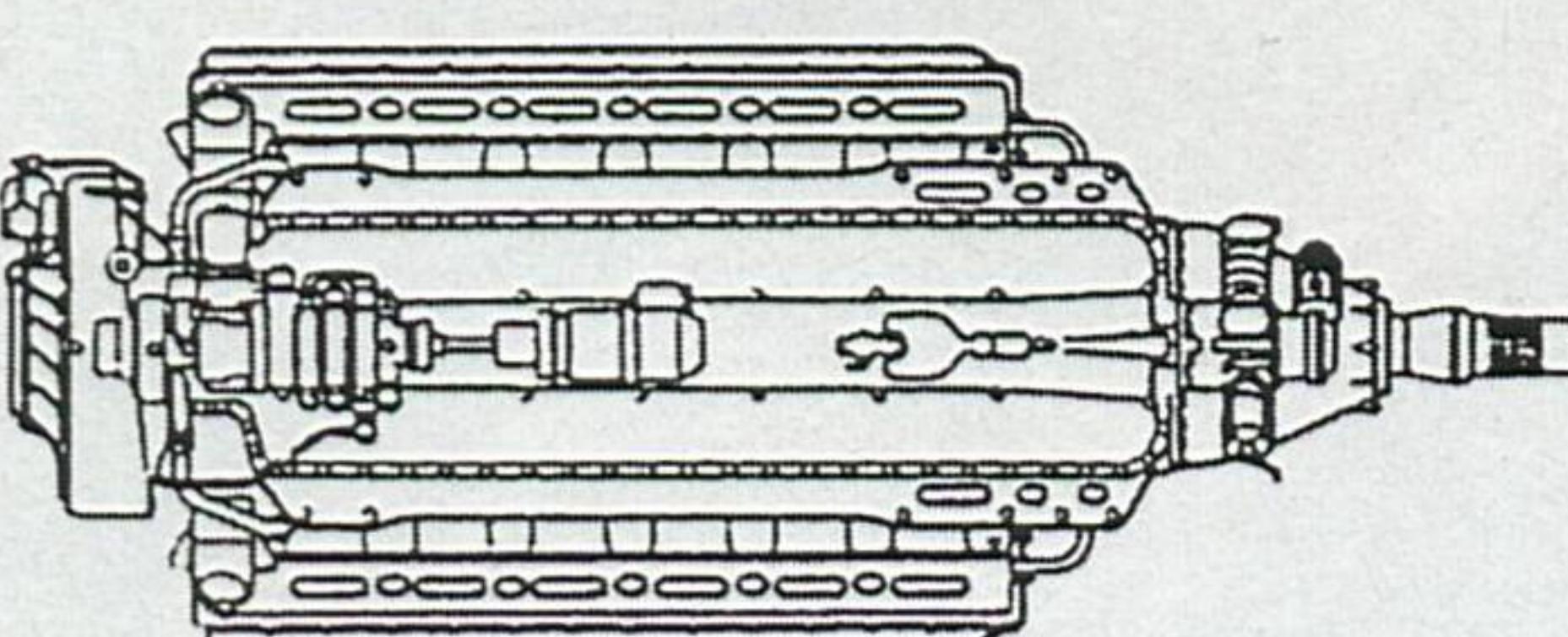
Top view



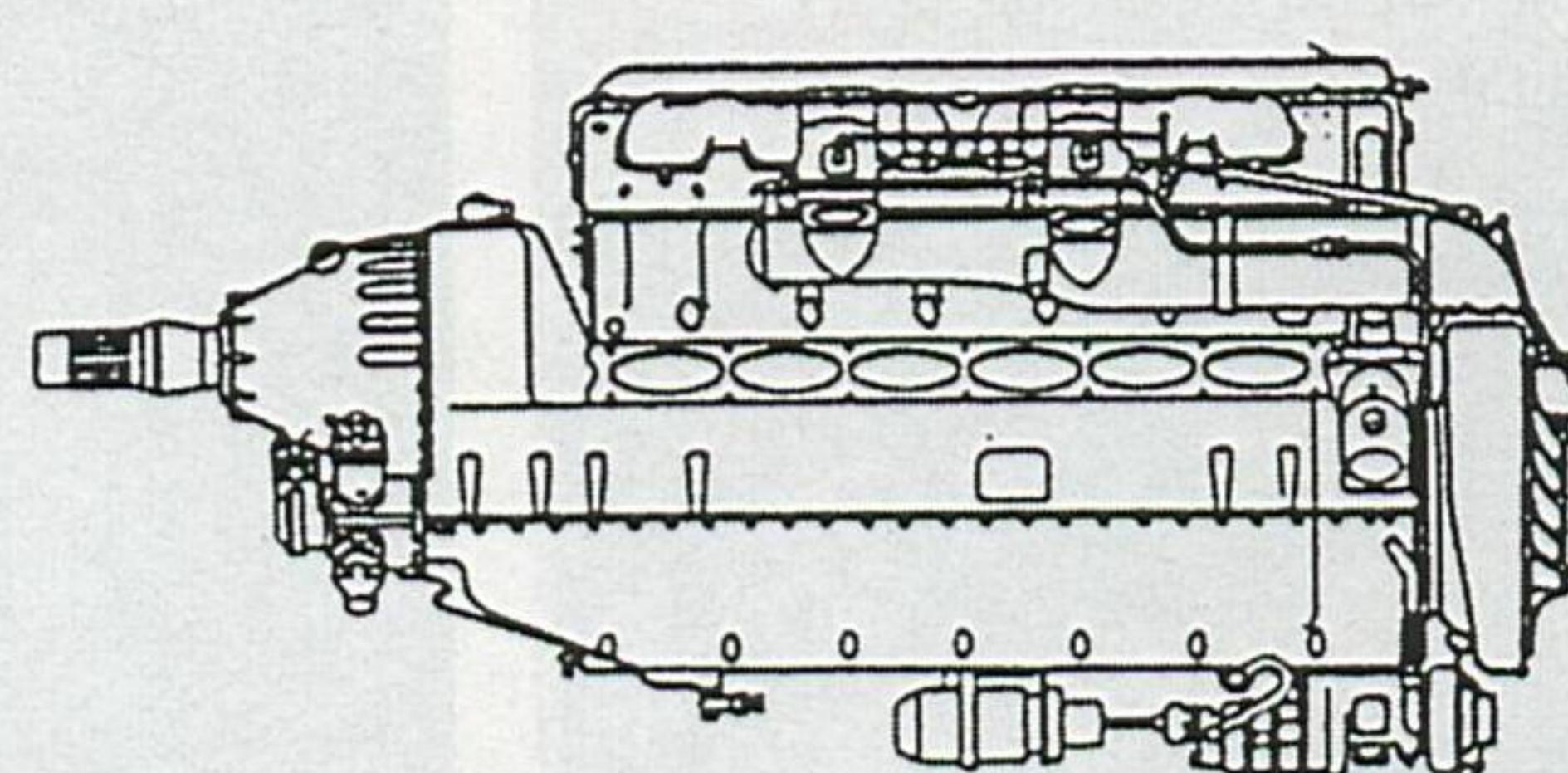
Right side



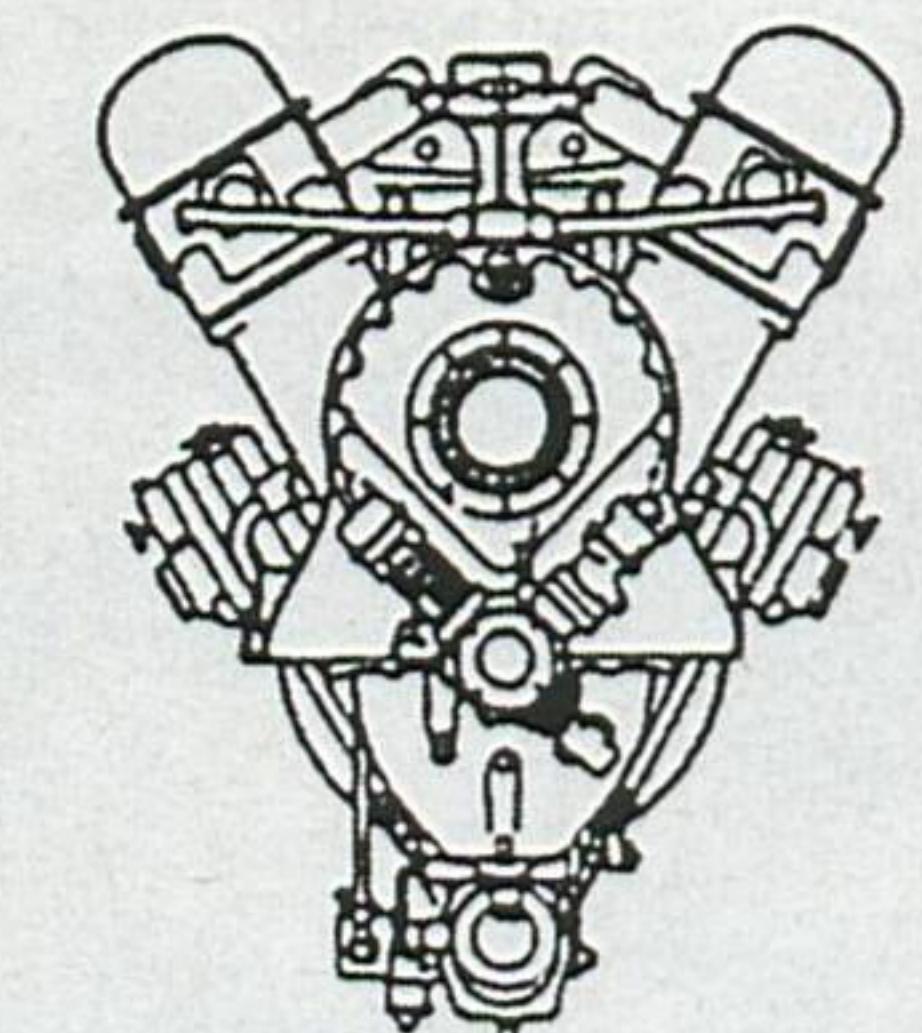
Back



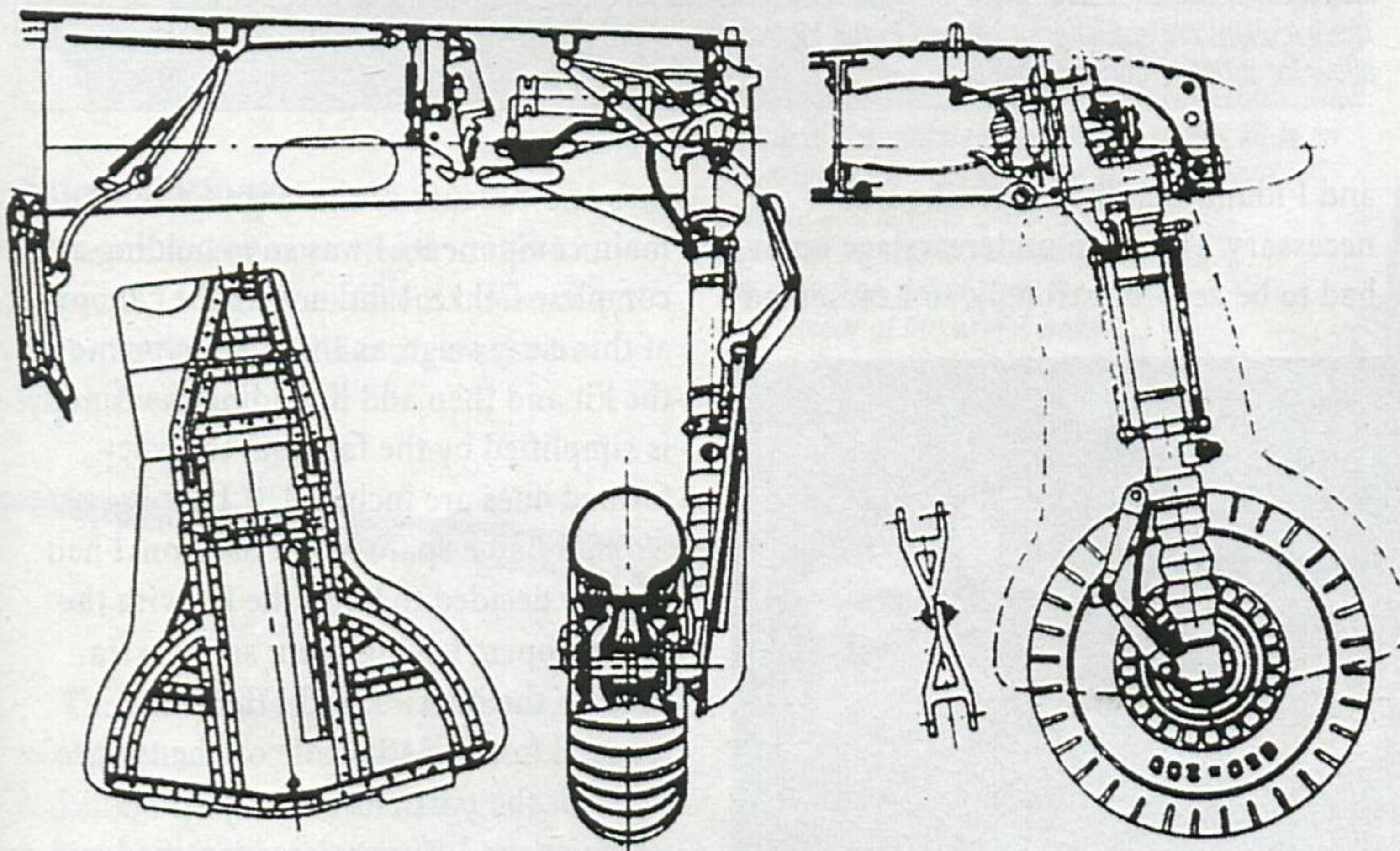
Bottom view



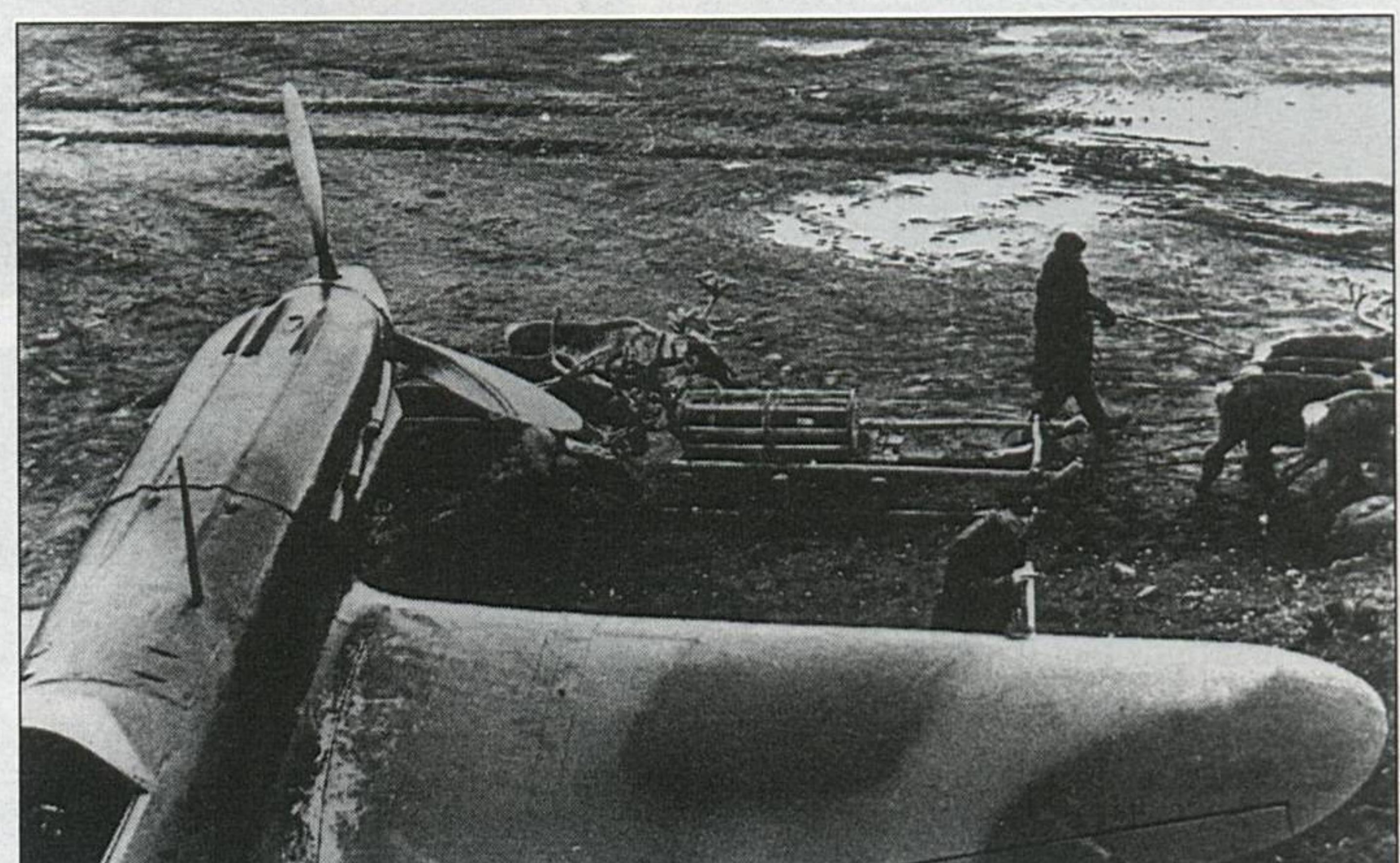
Left side



Front



The main undercarriage units



An unusual view of a MiG-3 thought to be of the Baltic Fleet circa 1943. Note the three gun troughs for the single 12.7mm UBS gun and the two 7.62mm ShKas machine guns. The basket on the reindeer-powered sledge contains a bomb

Quick Build Arba's Gekko



by Richard A. Franks

Technical Data	
Kit:	Nakajima J1N1 'Gekko'
Manufacturer:	Arba Productions
Scale:	1/48th
Price:	£42.50
Type:	Resin, White Metal & Vac-Formed Clear
Parts:	Resin 26, Metal 10, Clear 8
Decal Options:	N/A
Manufacturer:	Arba Productions (See Advertisers Index)

The Kit

When Arba announced this kit I for one was very pleased to at last be able to make the stunning Gekko in my preferred scale. The example we obtained was an early production version and Arba did advise me that there were some imperfections with some of the casting.

The kit comes in the stout cardboard box that is common to most Arba products and inside you get a number of high quality resin and white metal parts.

The Instructions

The instructions are in the form of two A4 sheets and these include narrative text to guide you through assembly.

Construction

Having been told that this early-production version may have some imperfections I inspected the resin parts. The only problem I found was the main horizontal mould line of the fuselage,

details within this area are excellent and there are a number of detail parts to be fitted within the cockpit as well. Details for this area include an instrument panel, pilot and observer's seats, radio equipment and shelf and the oxygen bottles inside the nose. The seats include moulded-on seat belts and the interior is completed with a metal control column. I decided to add a bit more detail within the interior and as I had the excellent NASM title on the Gekko, I used this as a source to add the details to the side consoles and the rear compartment. Really there is little you can add to the interior of the kit, but careful painting and colour washes will give results.

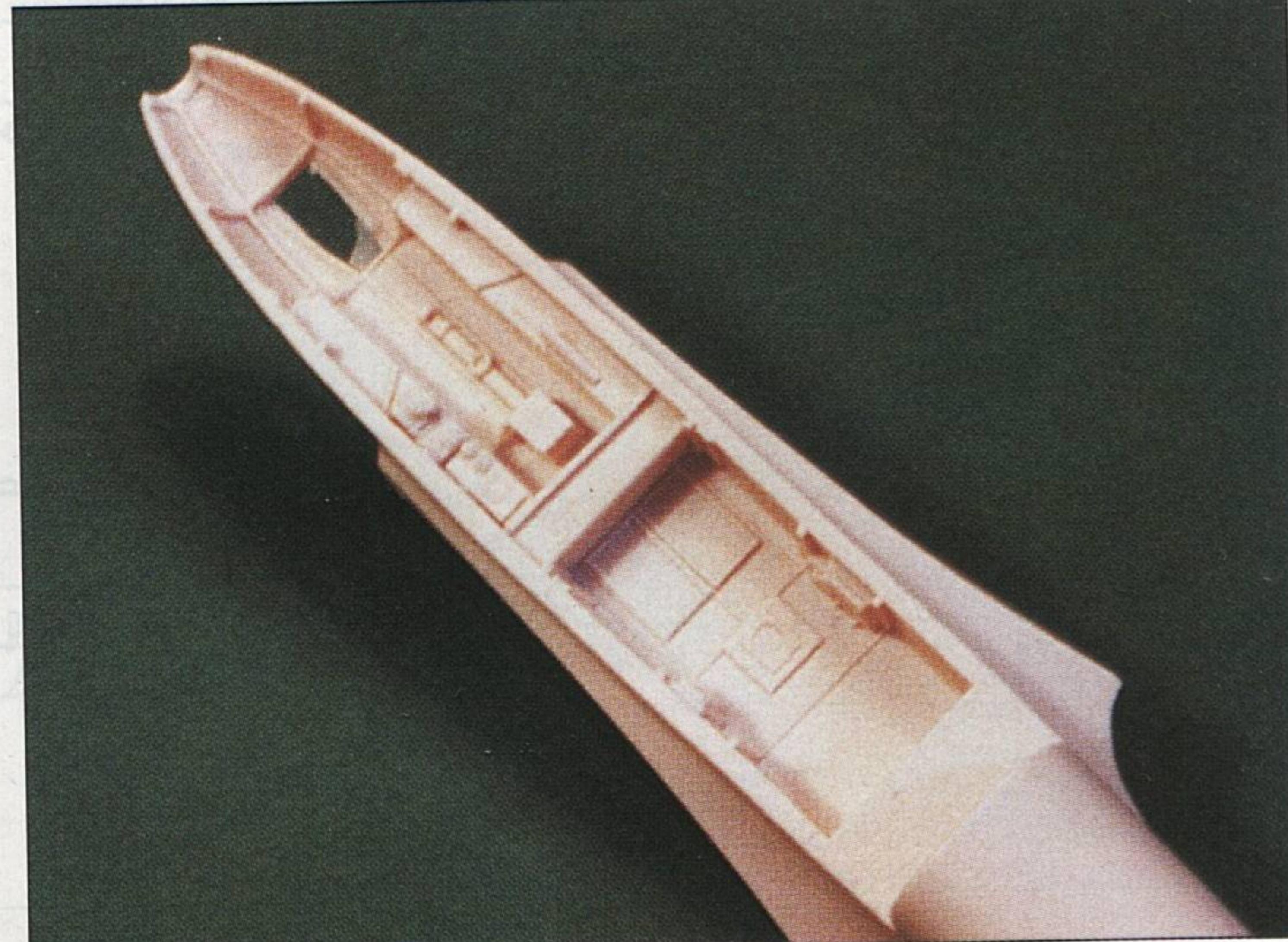
The main components fit together well and the only areas I needed to work on were the vertical fin and the upper decking. The joint of the upper decking

was only a problem at the rear of this part, where a step resulted. I overcame this by filling and sanding the area and then covering the step on the port side of the decking with a new access panel made of thin plastic card.

them in with epoxy and left them to set for a few days. The weight of the subject in resin does mean that the undercarriage is

The main metal components include the undercarriage, tailwheel, propellers, cannon barrels, control column and radio antennas. All of these were of high quality

in for a pounding, so be sure that you secure the oleos very well indeed! The rest of the kit went together with little



The excellent cockpit interior offered in the kit. Note how Arba have cast the upper decking separately, to allow for a better cockpit interior

and I found that little cleaning was necessary. The main undercarriage units had to be secured strongly, so I cemented



The components of the kit

which was slightly stepped. This proved to be of little concern, as I was able to sand it smooth and then rescribe any of the engraved panel lines etc.

The first thing that struck me about the kit's resin parts was the quality. Arba have made a real quantum leap with this kit as the interior and surface finish is excellent. The problems with moulding details within a fuselage in a resin kit have been overcome by Arba by casting the upper decking around the cockpit area. The



Some of the detail parts. Here you can see the crew seats, instrument panel, oxygen bottles and radio equipment rack

fuss and because of the large size of the main components I was soon holding a complete Gekko. I did not fix the canopy at this early stage, as I wanted to prime the kit and then add it. Adding the canopy is simplified by the fact that two vac-formed ones are included. If I got it wrong I had a spare to fall back on. I had already decided to build the kit with the canopy open, having spent some extra time on the interior, and I therefore referred to the NASM title on the type to discover the portions of the glazings which opened. These were identified and then cut out. Once this was done the rest of the unit was test fitted, trimmed as necessary and then secured to the model.



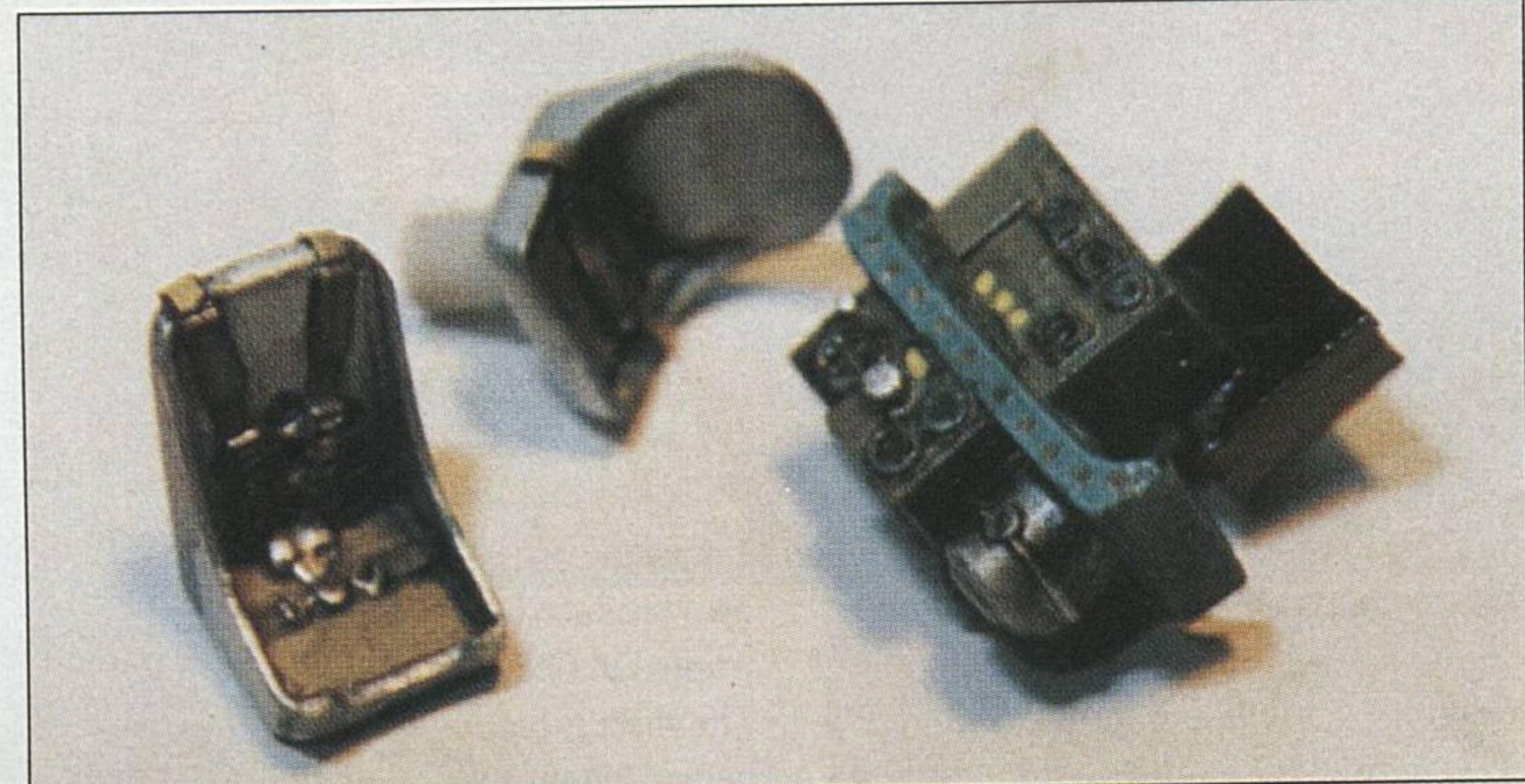
Once assembled careful painting will pay dividends with the cockpit interior

I again fitted a metal wire bead around the lip of the canopy to act as a lip onto which the vac-formed canopy could join and this resulted in a far stronger joint than just simply butting the pieces together. Once dry the gaps around the canopy were filled with putty and sanded smooth (the glazed areas being protected with masking tape during this operation).

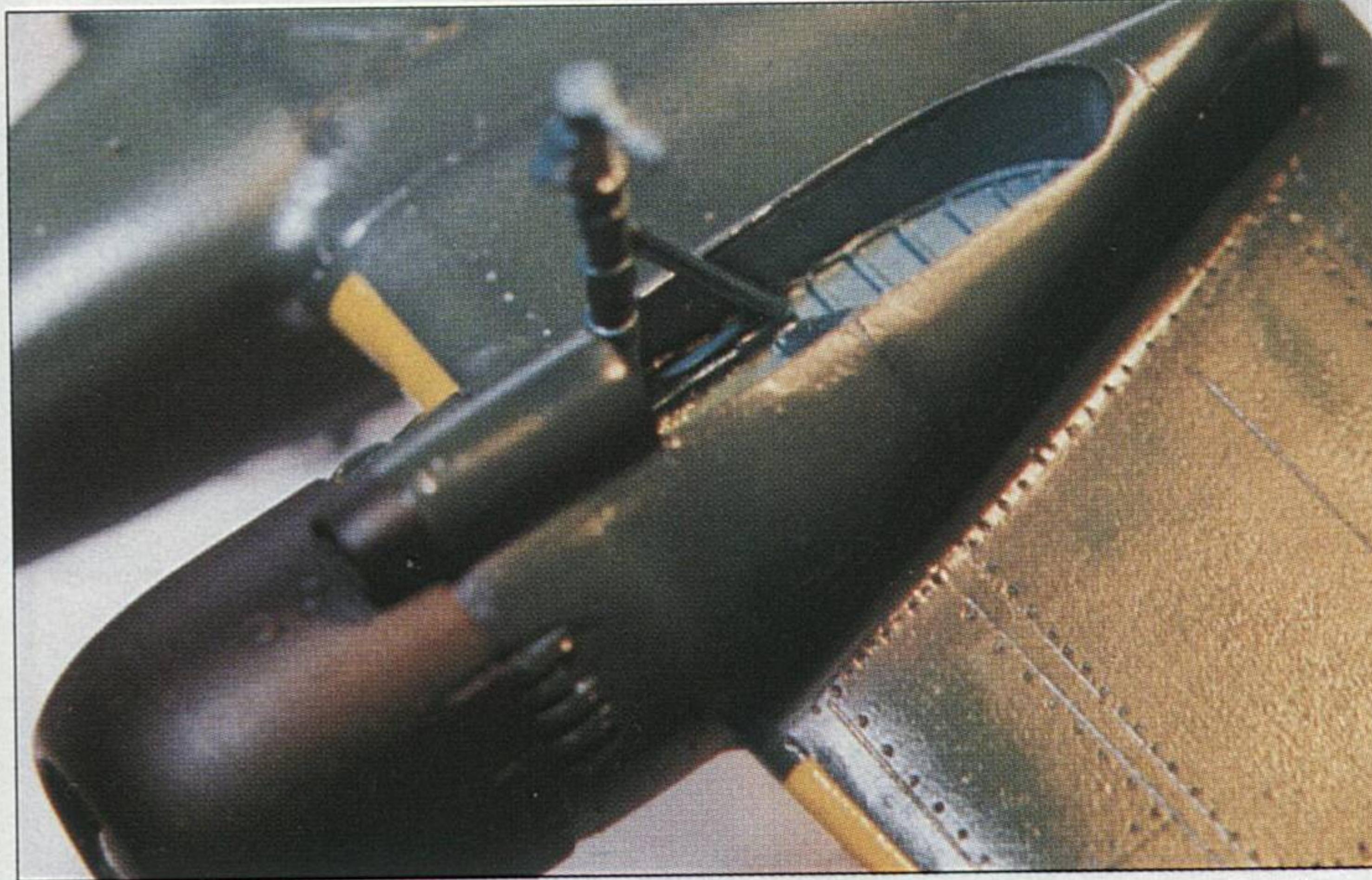
Accuracy

The Gekko had a span of 16.98m (55' 85/8") and a length of 12.177m (39' 111/2"). In 1/48th scale this would give a span of 356mm and a length of 255mm. The model, even taking into account the fact that I may have oversanded the major joint, was literally a few mm short of each dimension and is therefore very accurate. Once completed the model certainly looks like a Gekko!

Acrylic Metallic Silver and, once everything was finished, areas of this upper paint were scraped off to expose the undersurface silver paint. The interior of many Japanese types was a combination of a metallic blue



The pilot and navigator's seats have moulded-on seat belts and are best highlighted with a black colour wash. The other item shown here is the radio rack which mounts between the pilot and rear compartment. This area had a few more boxes added, as per the photographs in the excellent NASM title

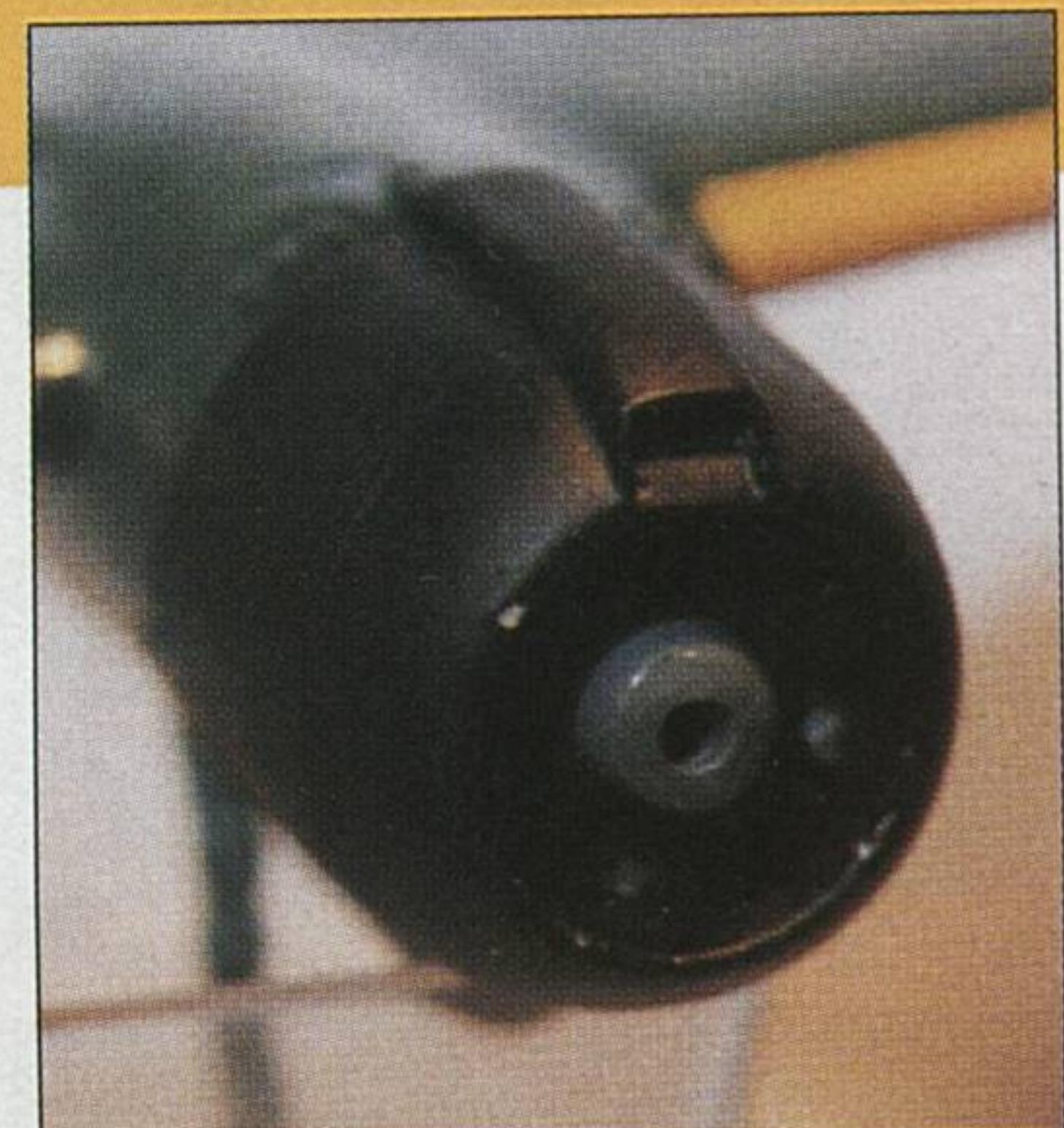


Fitting of the metal undercarriage to this kit is an important task. I secured the legs with epoxy cement and left the units to dry for two days before even considering standing the model on them! Note the metallic blue colour of the wheel wells

lacquer and a greeny/brown colour called 'bamboo'. For these colours I used Xtracolor X355 for the metallic blue and Revell 86 for the green/brown. The engine nacelles on the Gekko were a strange blue-black colour, so I mixed one part dark blue with matt black and applied this to the nacelles. The engines themselves are painted aluminium overall, with a light grey reduction casing and chrome push-rod tubes. The entire unit was then given a wash of black to highlight the excellent cylinder cooling fins.

Decals

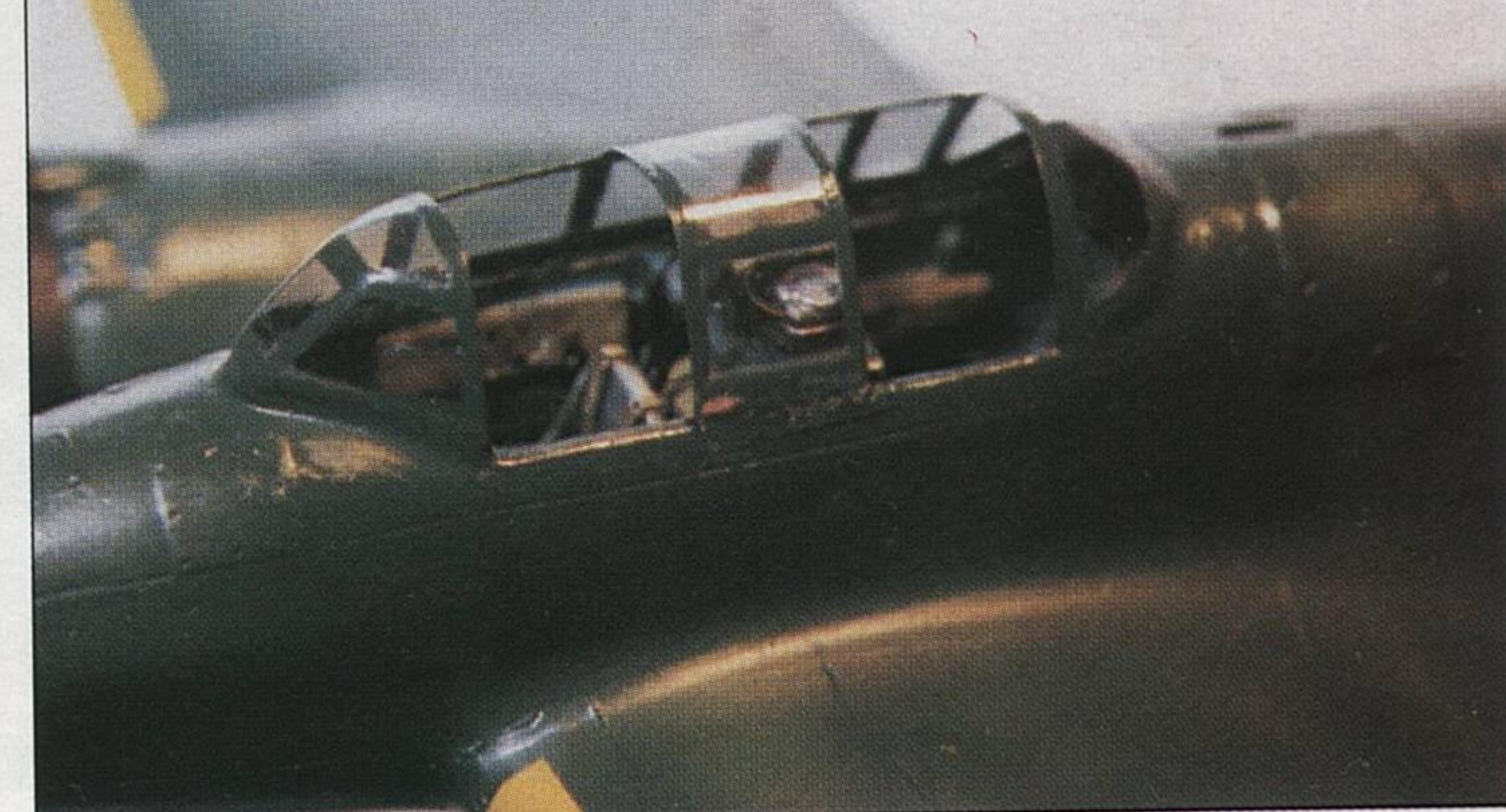
The machine I chose to make was a J1N1 of 332nd Kokutai based at Itami Army Air Field in Central Japan from late December 1944. This machine was in the overall



The engine nacelles include excellent renditions of the powerplants and you will have to drill the centres to accept the shafts of the metal propellers. Because the engine nacelles are separate parts, do not try the usual method of handling models during painting, namely by placing a loop of wire into each nacelle. This will result in the engine snapping off just at the wrong time!

green scheme mentioned above. Obtaining decals for this seemed a problem and did delay my completion of the kit. In the end AeroMaster came to my aid with the release of the Hinomaru Collection Part 1 (48-353). Obtaining the white tail codes in the correct style and size was also a problem until I came across AeroMaster sheet 48-287. This sheet is for the Mitsubishi Raiden, but it did have the correct style, colour and size of tail codes, as well as being of the correct numbers, e.g. 32-218. This sheet also allowed me to use the data placard for the aft fuselage and a number of the stencils from the Raiden on the Gekko.

Decal Rating = N/A



The cockpit canopy was cut to allow the hinged sections to be posed open. Here you can see the canopy installed. The mid section between the two opening sections is a real trouble spot, as it can easily break during filling and sanding, so be warned!

Colour Options

There are no options offered in this kit, although I used the excellent information in the NASM title to identify a scheme which I wanted.



The Gekko was a Japanese Naval machine and therefore was painted Nakajima IJN Green overall. I opted to utilise Xtracolor paints to achieve this and used X353 overall. Because of the wear involved with all Japanese types I had pre-primed the entire model with Halfords

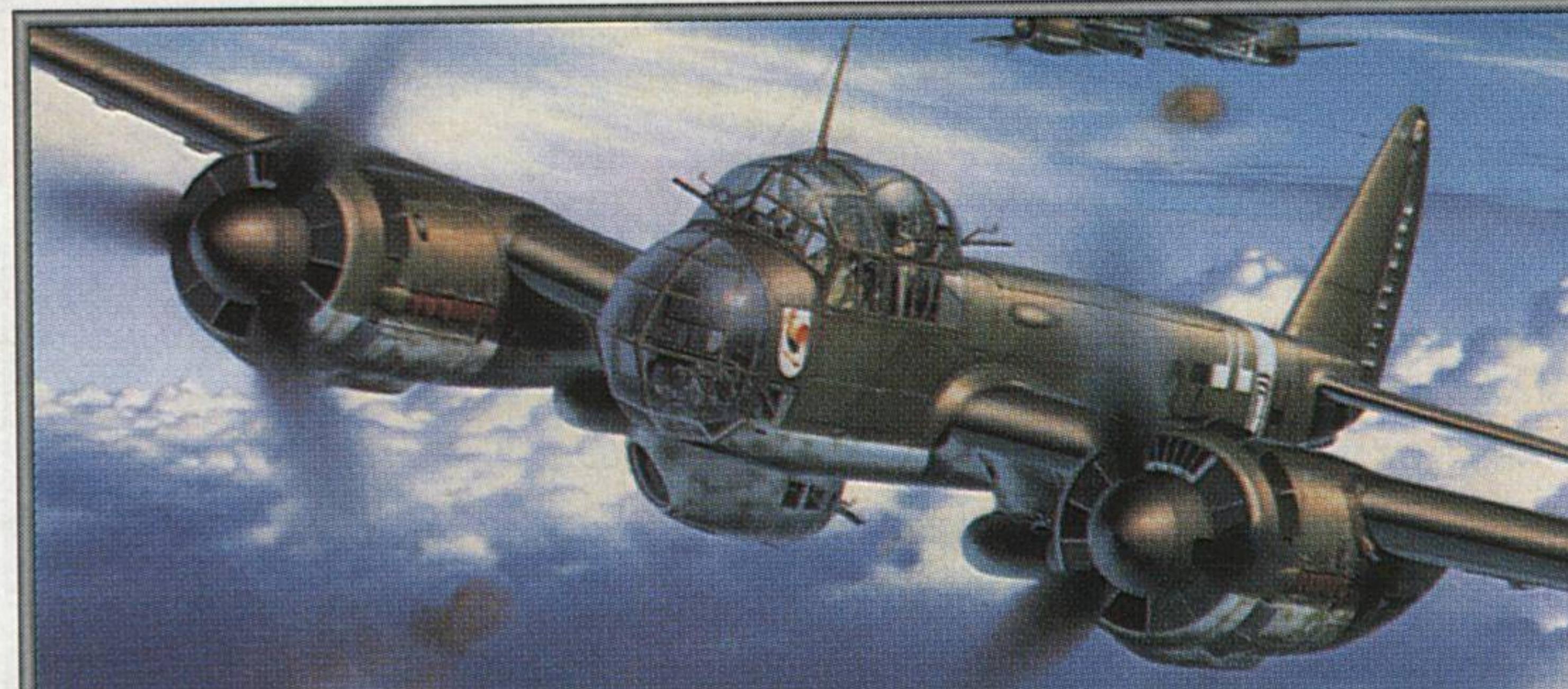
Conclusion and Recommendation

Well Arba, you have certainly made a stunning model and I for one am very pleased with the end result. Their recent generation of kits are all to the standard of the Gekko and that certainly bodes well for their Bv 155 and Bristol Blenheim

kits in this scale.

If you like 1/48th scale, can deal with resin and metal, and like Japanese subjects, then I can recommend this kit from Arba

My thanks to Arba Productions for the review sample.

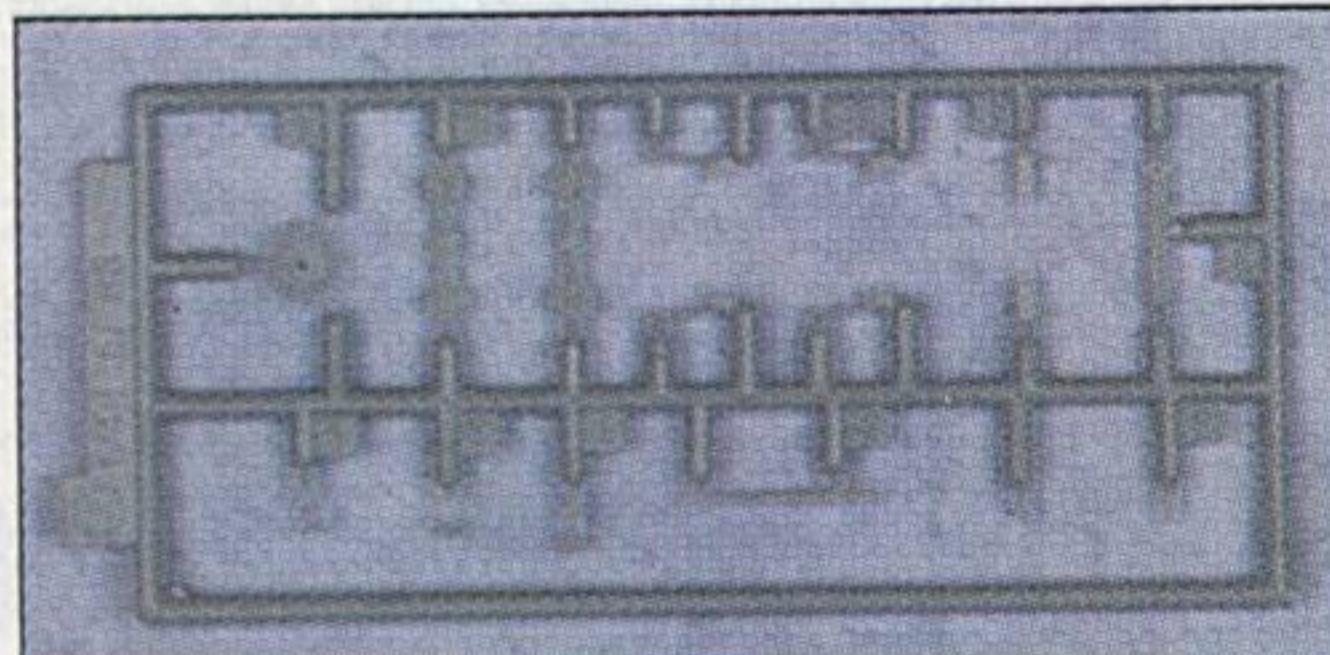


Revell's Early Ju 88

1/48th
SCALE

The Kit

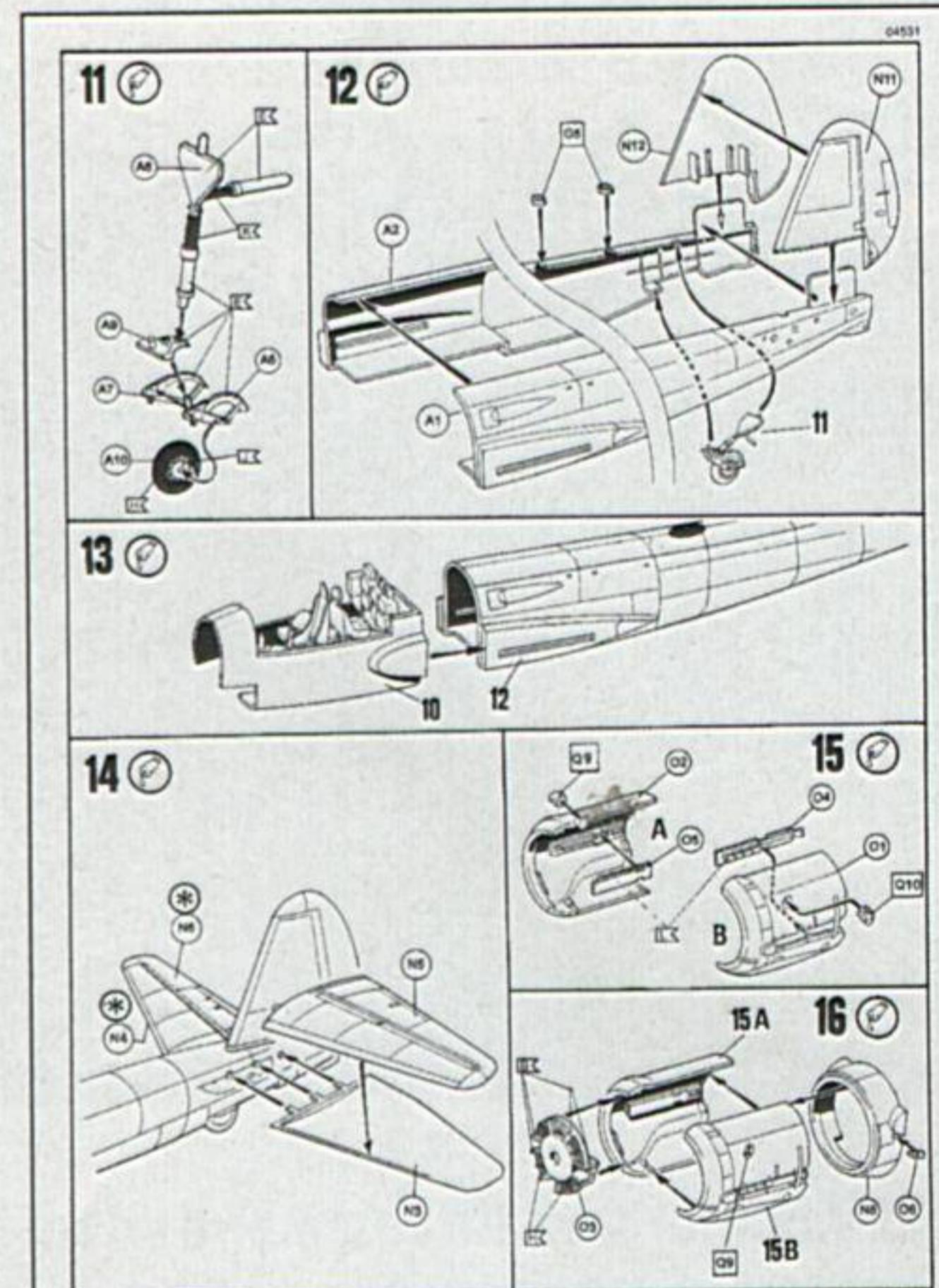
As many of you may already be aware, this kit is based on the G series Ju 88 from Dragon. For many years that source listed an A and C series Ju 88 within their catalogue, although nothing came of it. What appears to have happened is that Revell® have taken over the marketing of the A-4 version, whilst Dragon modified their plans and changed their version into an A-14. The



These pieces have been retooled and produced in plastic for this kit. Originally they were etched stainless steel

C version listed by Dragon is still 'due' from that source.

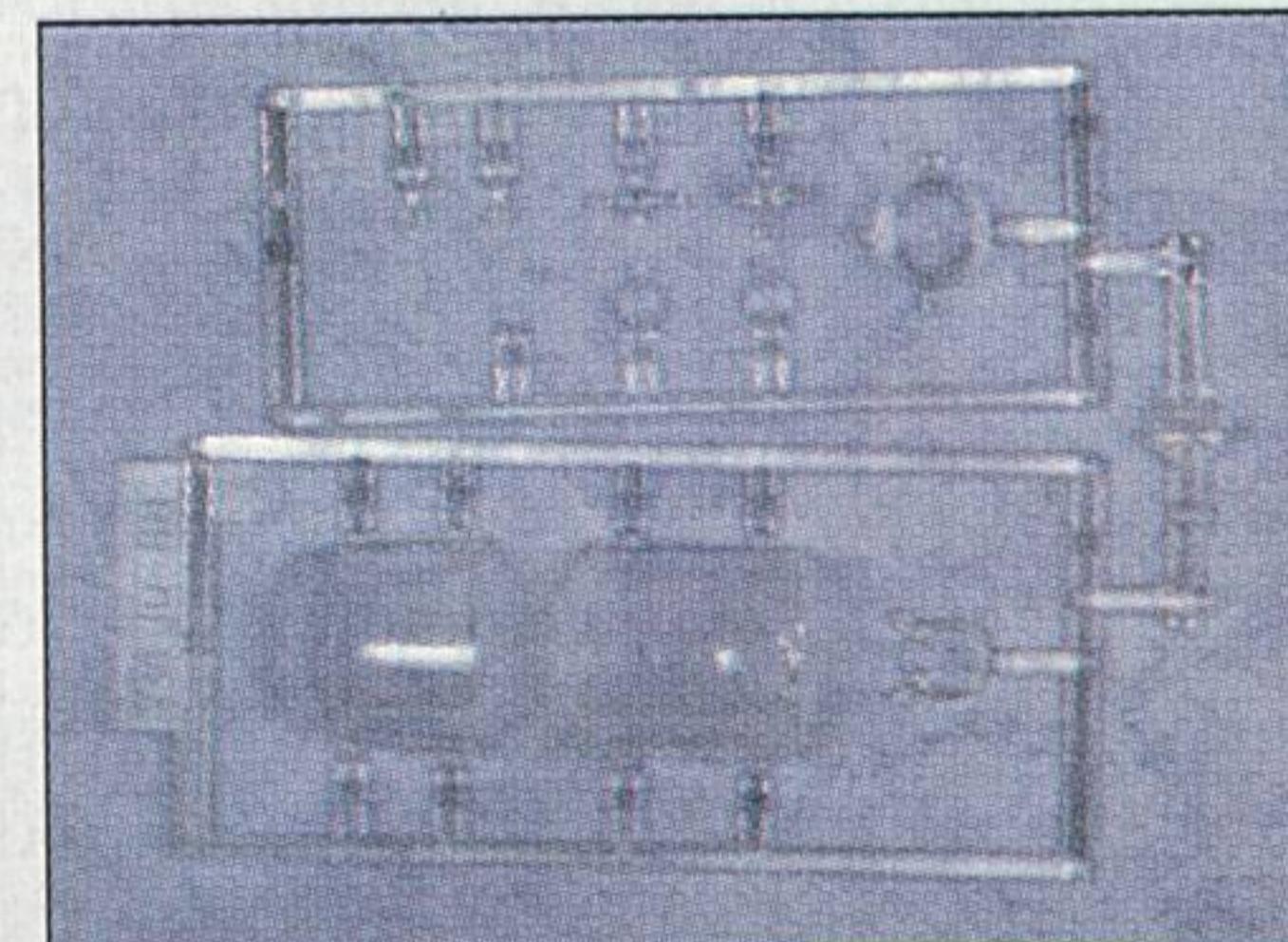
This kit from Revell® has been modified with the addition of new parts



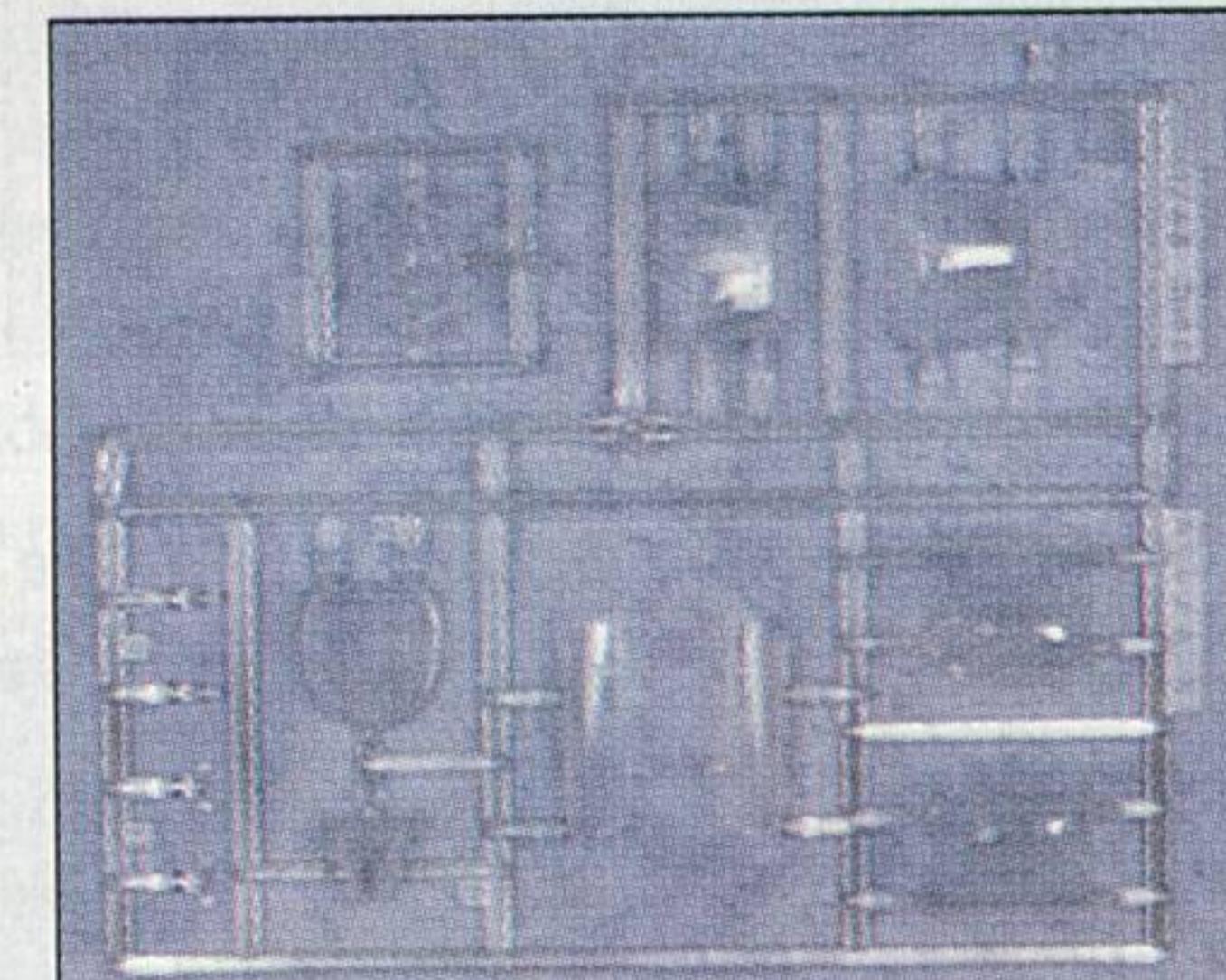
The instructions are adequate, although not among the best drawn!

and it has been produced in China, where Dragon is now basing its production. Revell, or Dragon, have also taken the opportunity to tool all the parts which were originally produced as etched stainless steel, in plastic, which is a good point. The other new parts included in this kit are the engine nacelles, SC500 bombs, tailplanes and vertical fin, air brakes, ailerons and the entire cockpit/forward fuselage section. As anyone who has built the Dragon Ju 88 or Ju 188 series will know, the

separate nose section can be a real problem area with the kit and until we construct this one we cannot comment on whether this has been overcome. The cockpit interior now includes the correct style of seat for the early series Ju 88,

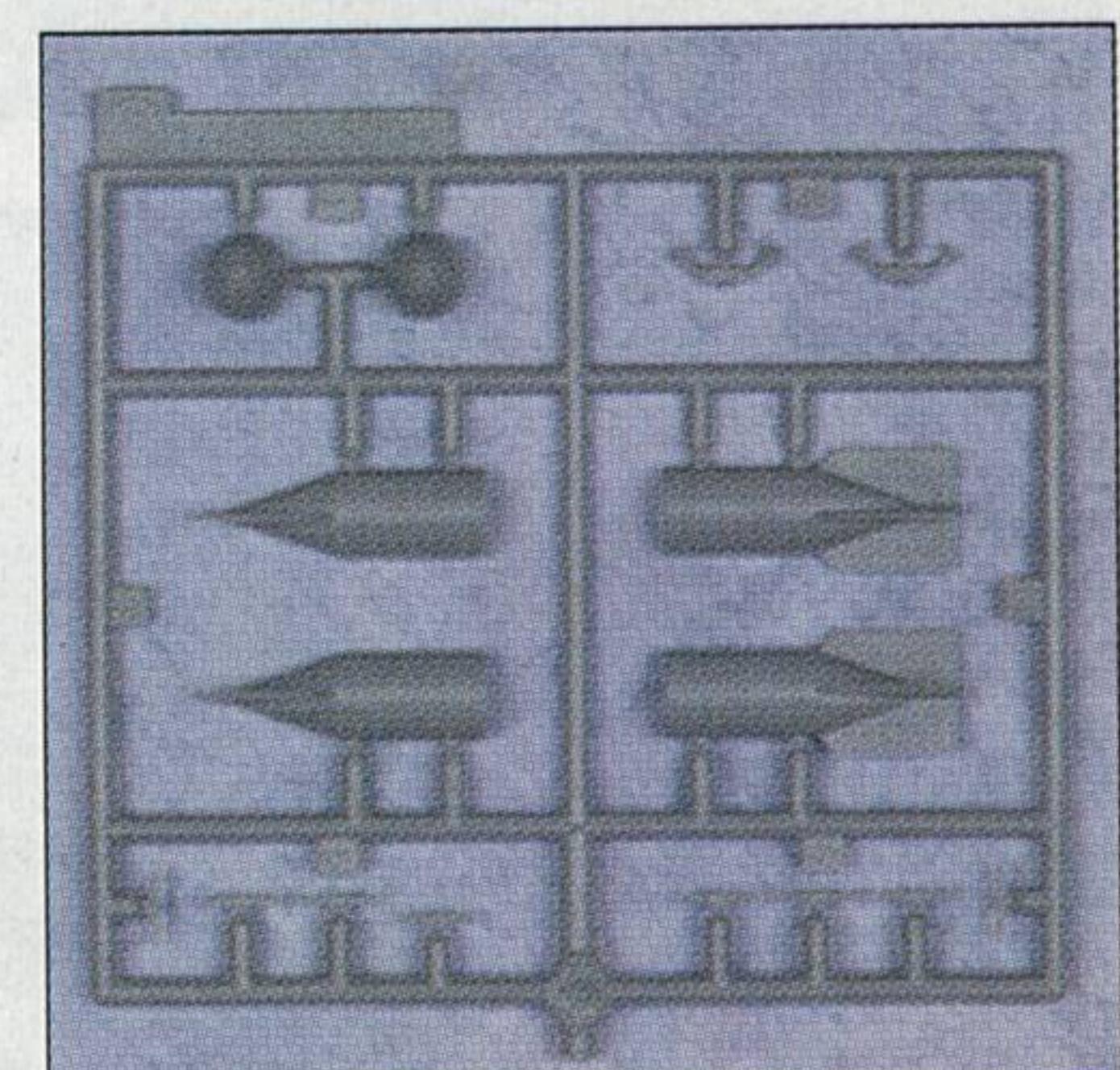


The kit still includes the original G series clear parts, most of which are not used

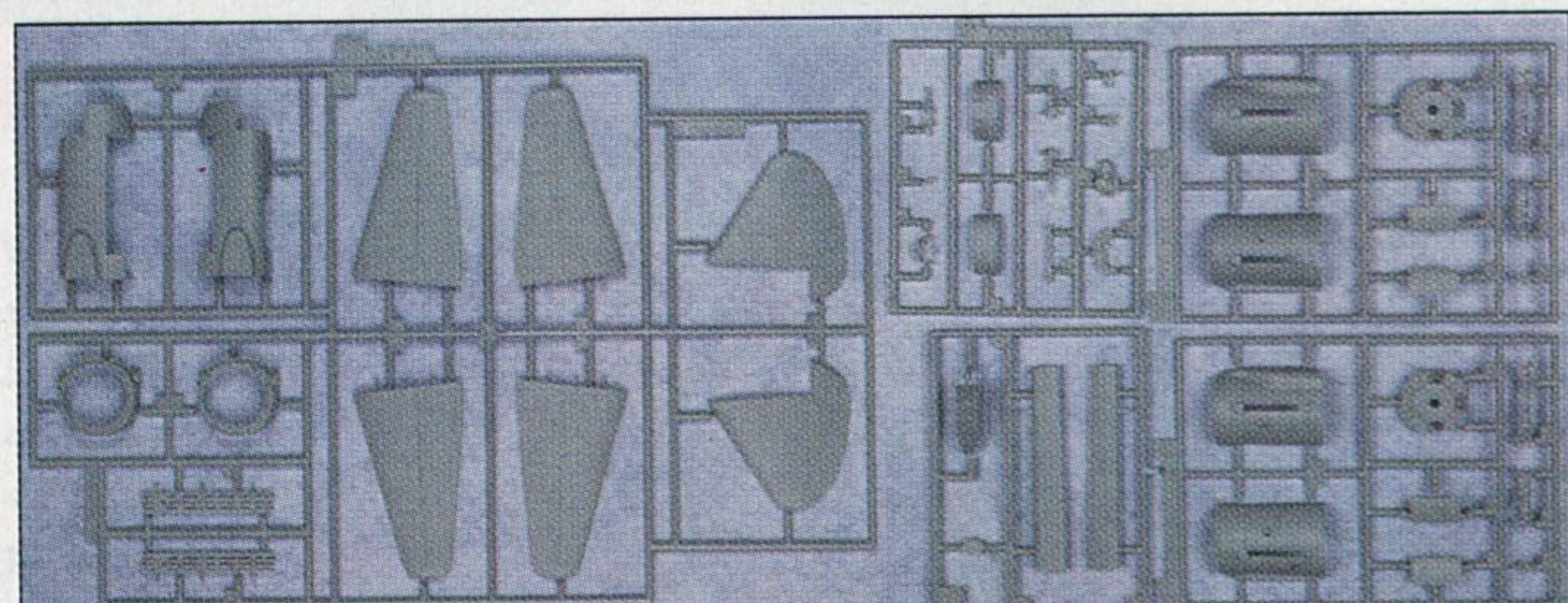


This is the new clear sprue with the A series canopy and gondola

although on inspection it is obvious that the Lofte bombsight, which is prominent in the glazed nose, is missing. All of the other areas of the kit look good and it will not be until we assemble the kit that any problems will become apparent. The only obvious errors I can see are the propeller blades, which are still those from the G-6 series kit and are therefore not applicable to this A series example. However because they are too wide it should not be too difficult to reprofile them.



These two sprues offer four SC 500 bombs



The new components for the A series airframe

Revell

Colour Options

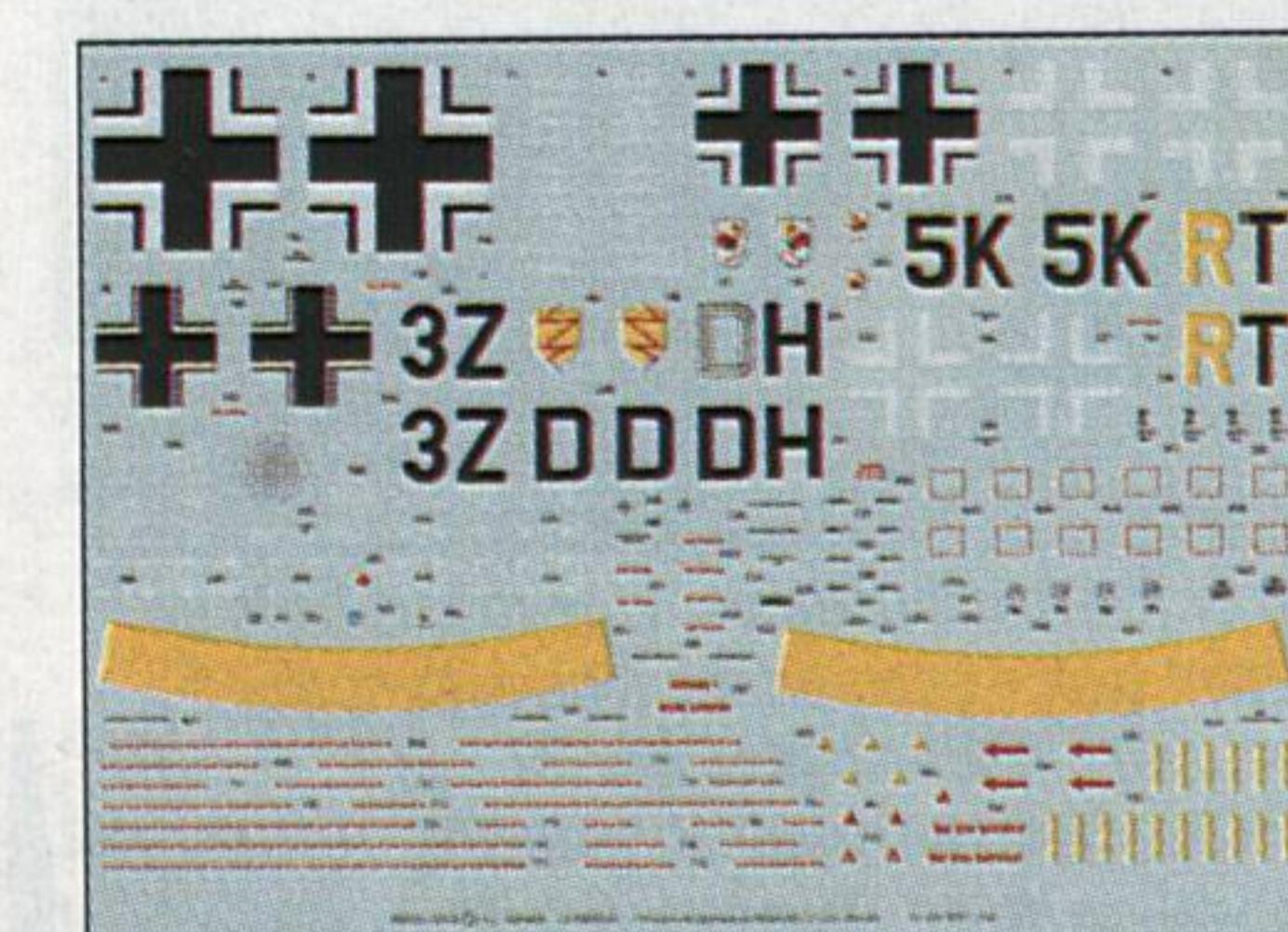
There are two options offered in this kit. The first is 3Z+DH of 1./KG 7 in 1942/43, the other is 5K+RT of 7./KG 3 in 1942. Each machine is in a splinter pattern of RLM 70/71 over 65 and it is interesting to note that each machine has mottles of RLM 71 on the lower engine cowls.

Decals

These are Revell's own product, being printed in Germany. The sheet is big, being 225mm x 160mm, and it offers all the markings for each option, plus a complete set of stencils. Each image is well printed, but the carrier film is matt and does extend outside of each image quite a lot. Settling these onto the model may prove a problem, as may silvering, but only actual application will clarify this.

Conclusion

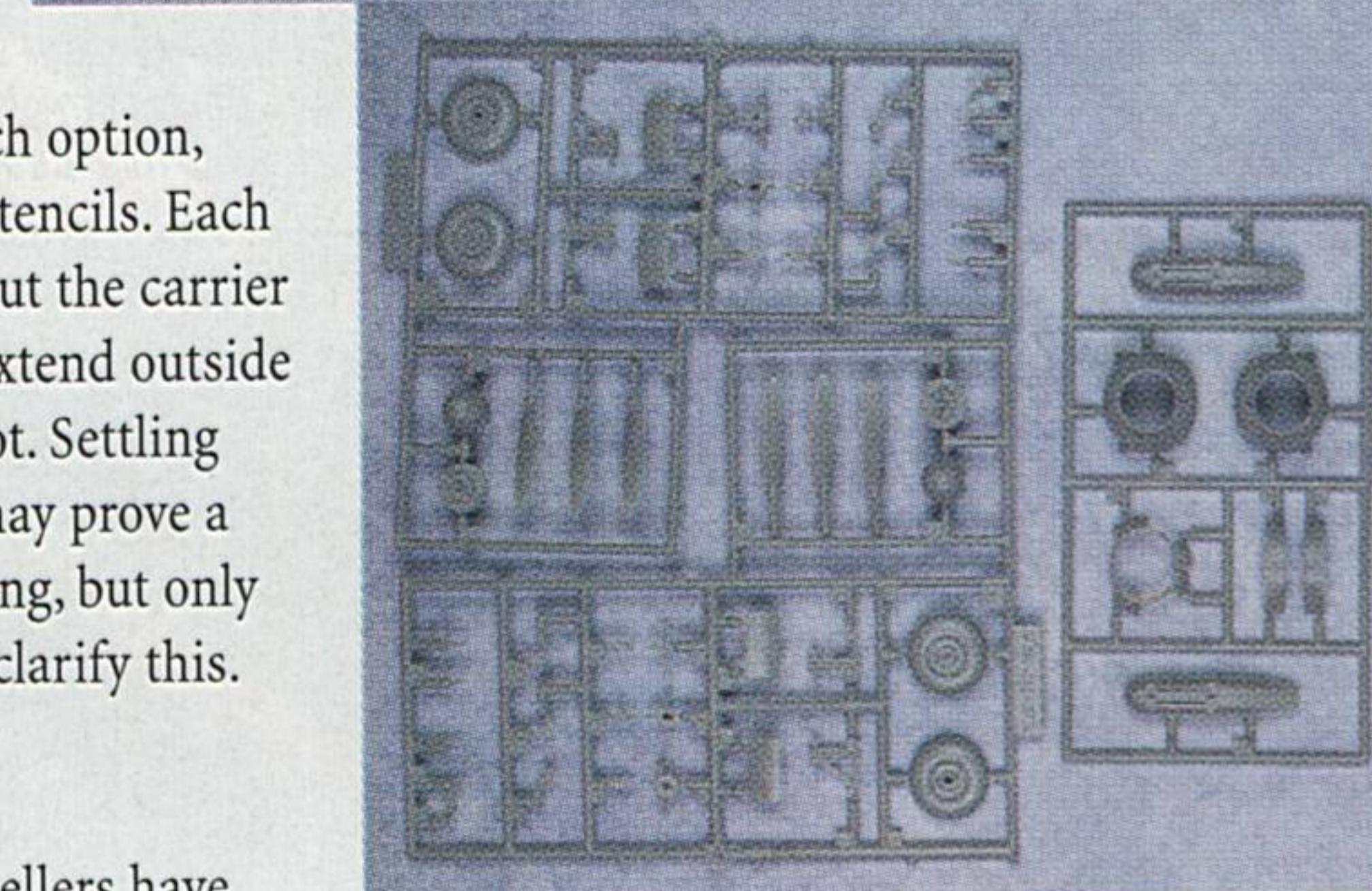
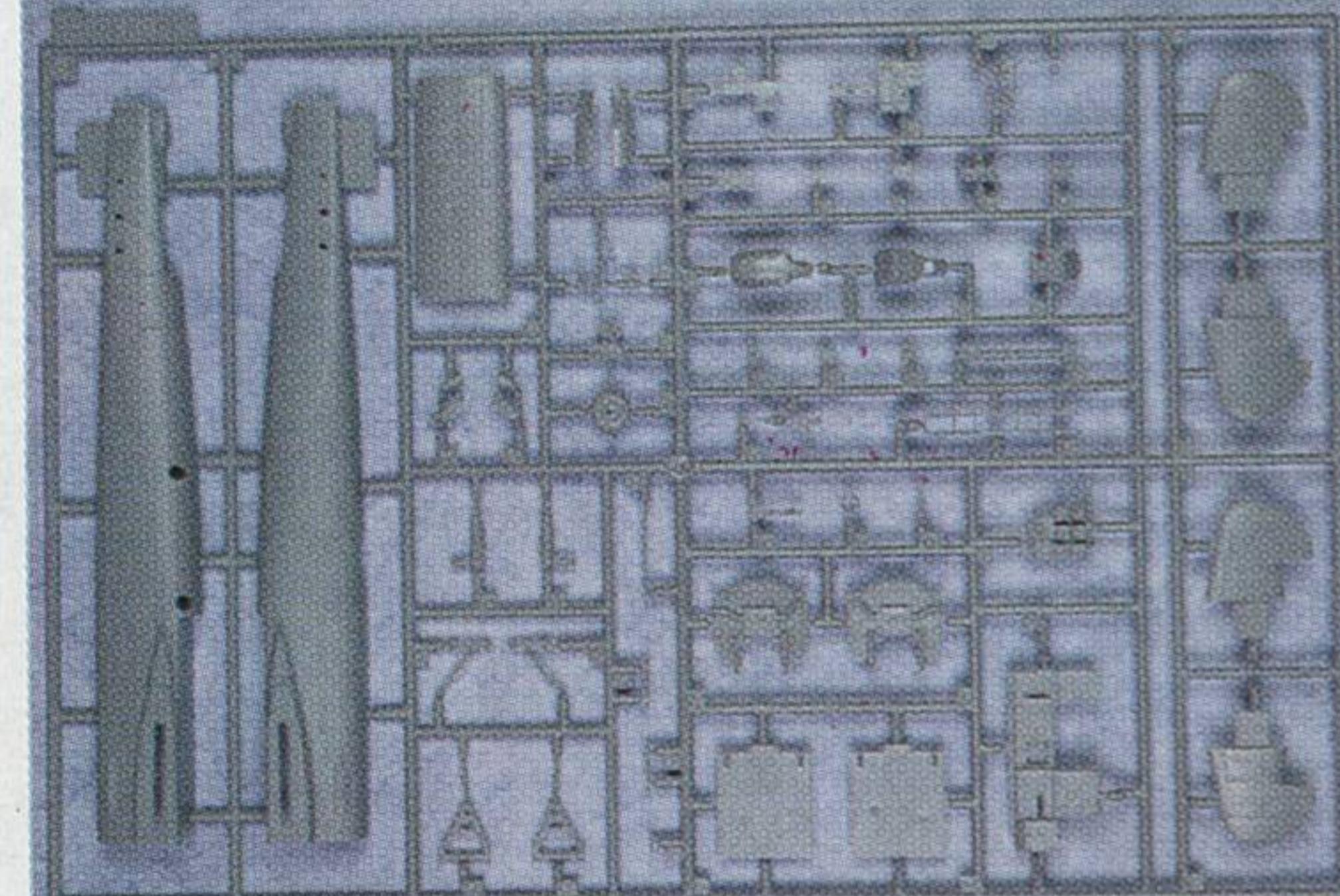
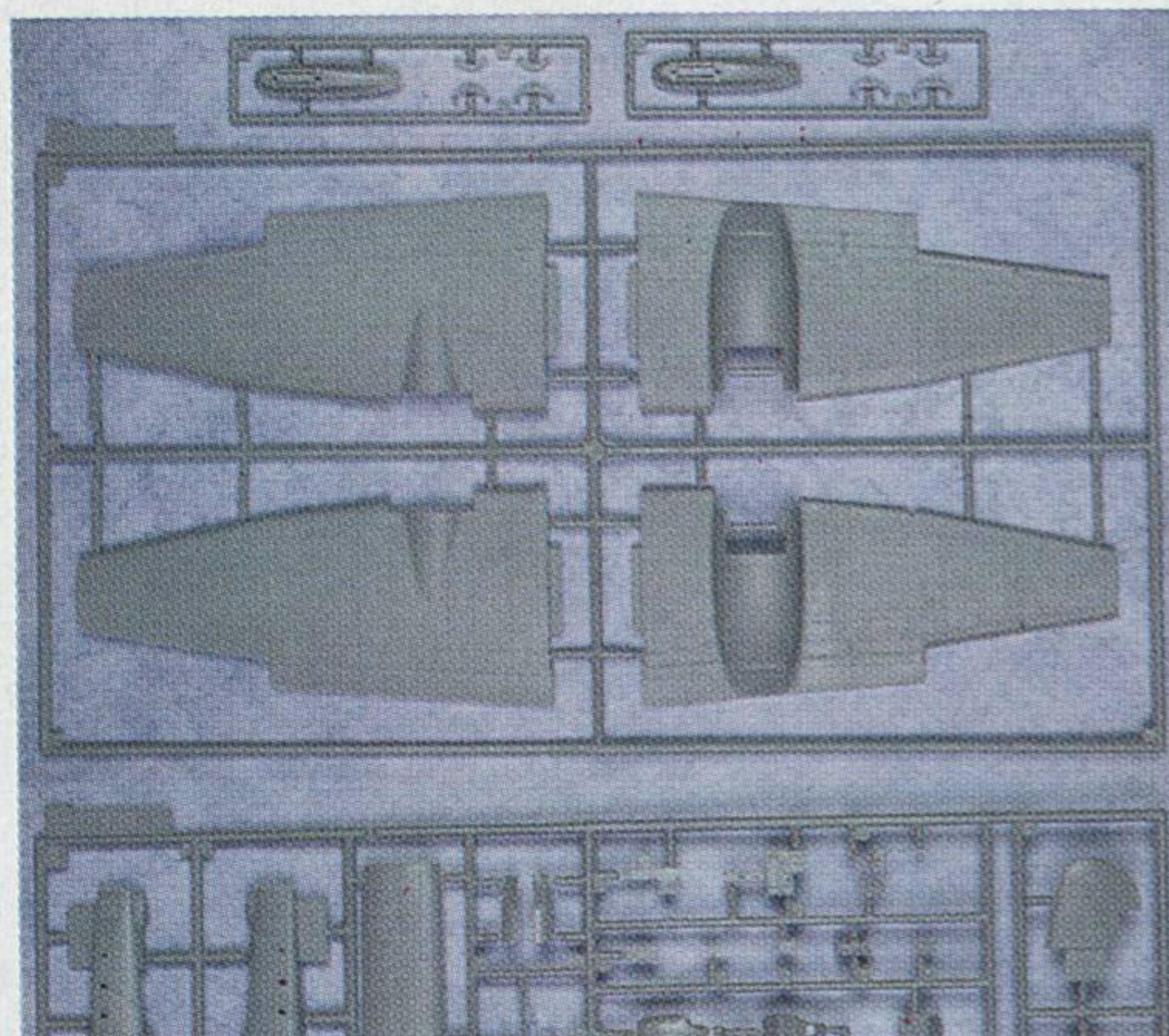
Well, all Luftwaffe modellers have waited a long time for a 1/48th scale Ju 88A and I am sure this kit will be a



The large decal sheet offers two options, plus a complete set of stencilling

good seller. Many may be a little perturbed by the fact that it is based on the Dragon kit, as that could be a little difficult to make. However on initial inspection I found this kit to be of good quality and the new pieces look equally as good, so I am very hopeful.

If you want the subject in this scale, then I do not think you will go wrong with this one.



The original Dragon Ju 88G-6 components

Our thanks to Revell® for the review sample.

Richard A. Franks

N.B. We will bring a full feature on the construction of this kit, with a mass of detail photographs and colour artwork in a future edition.

Technical Data

Manufacturer:	Revell
Scale:	1/48th
Price:	£22.95
Origin:	Dragon (See Text)
Type:	Injection Moulded Plastic
Parts:	Plastic 157, Clear 21
Decal Options:	2
Distributor:	Revell®, Binney & Smith (Europe) Ltd, Ampthill Road, Bedford. MK402 9RS
Tel:	01234 360201
Fax:	01234 342110

Colour & Marking Notepad

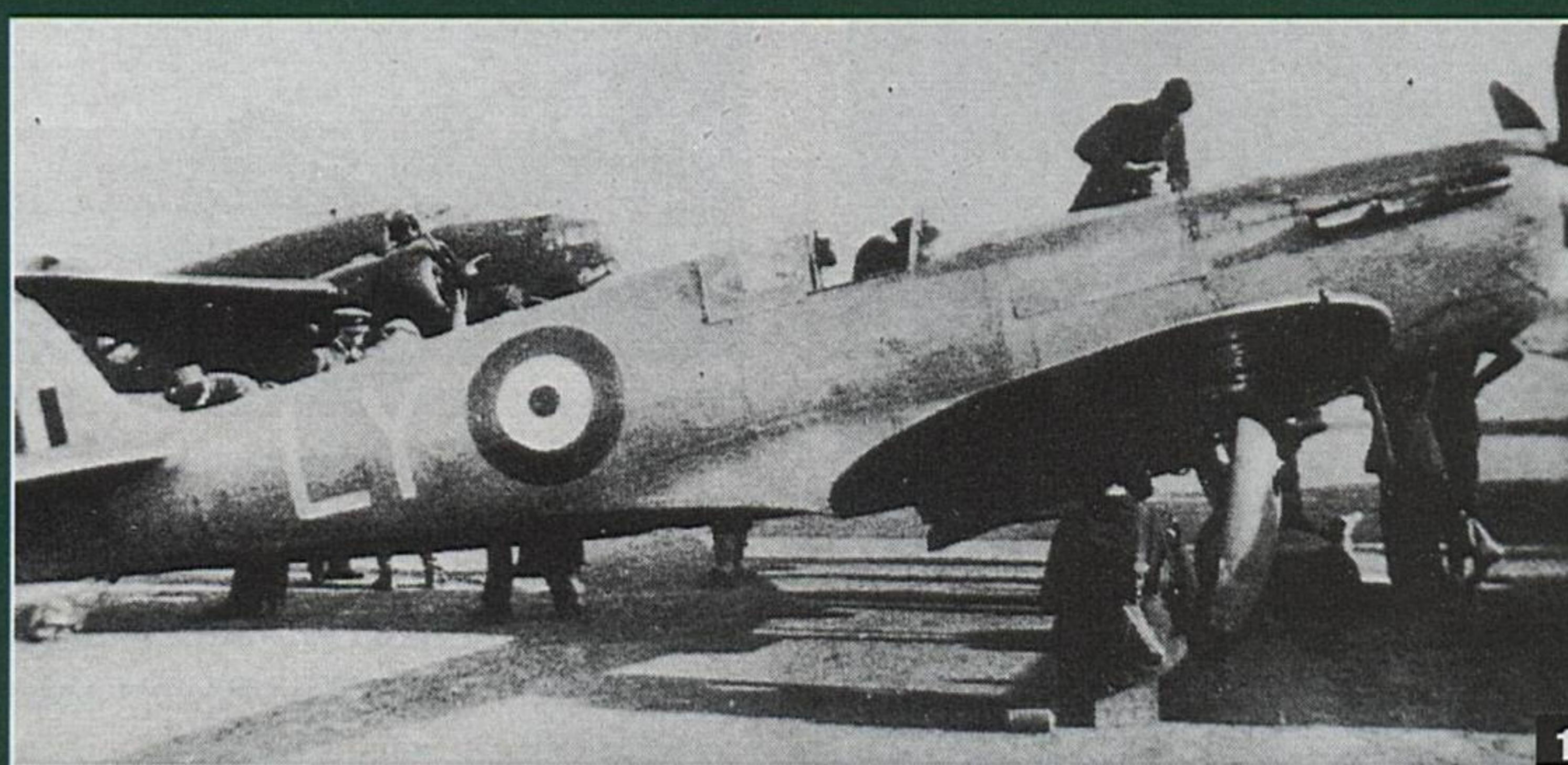
by
Michael Payne

Photo 1

An unusual photo of one of the photo-reconnaissance (PR) Spitfires which were developed during the early years of the war, carrying no guns, extra fuel and oil, and a variety of cameras. This example is R6903, a Type C also known as a PR.III. The airman below the wing is dealing with the two cameras in an underwing blister. The matching fairing under the port wing housed a 30-gallon fuel tank. The finish was most probably 'Camotint Pink', an elusive tone, slightly mauve, but effective for concealment at most altitudes. Note the deep forward 'chin' where there was an enlarged oil tank, the clear, rounded windscreens and the blisters on the hood for added pilot visibility.



3



1

Photo 2

Photos 2, 3 and 4 were taken at the HMS Heron Air Day (Yeovilton) in 1959. Douglas Skyraider AEW.I was one of fifty of the type from the USA provided to serve until the

Gannet was available. WT950/417 flew with No 849 Sqn, a unit whose flights were continuously detached to fly from the carriers and return ashore between deployments. Some aircraft had Flight letters



2

Small (12 inch) fin flashes were a feature of PR machines which, at this time (1940-41) carried very pale grey code letters LY, usually without individual letters. Serials (4 inch) when carried, were the same colour and undersurfaces were devoid of markings. Some of these early pale coloured Spitfires carried upper surface roundels, Type A, inboard of the half span point, presenting a most unusual appearance.

The Hudson (background) has a Type A fuselage roundel and was in 'Camotint Blue' - later termed PR Blue. It probably lacked a turret. Sidney Cotton, the pioneer PR expert used Lockheed 14 G-AGAR for his clandestine aerial survey work in 1940. The photo on page 146 of Mike Bowyer's 'Aircraft for the Few' (1991) suggests that it was the same 'Camotint Pink' with pale grey registrations, over which Type A roundels had been added. (Wojtek Matusiak)

on their cowlings and carried the ship's letter at the top of their fins. The machines were overall Sea Blue Gloss; all lettering was white. The hood was outlined in yellow dashes and the hand-hold indicator line was white. Unknown to me is the reason for the four white stripes on the fin which all point to the wing fillet. The '17' of the side number were repeated on the wheel fairings. Roundels were Type D in six positions. Note the open slats and unusual style of the serial.

Photo 3

Seafire F Mk XVII SX 137 is now in the Museum. When I last saw it, it was displayed with one wing folded. Painted in the post-war scheme of Dark Sea Grey over Sky, this one had a red spinner with white back-plate. Although Griffon powered the Mark 17 used a 4-bladed propeller, standard fin and wide chord rudder embodying a 'sting' type arrestor hook. Note the deflector bar for the retractable tailwheel. Some Mk 17s had upper roundels at the extreme wing tips. Others had Type A markings instead of Type D. Many of this mark (with Mk 15s) served with RNVR Squadrons during the 1950s with side numbers and the airfield letters on their fins. The array of dots on cowling panels are the Dzus fasteners which held the panels in place.

Photo 4

Hiding behind a helicopter rotor blade was Sea Fury FB.II WE728/027, again in standard Dark Sea Grey and Sky with black lettering etc. The spinner was grey and the roundels normal Type D. Side panels aft of exhaust stubs were always dull, steel grey with scorch discolouration. Note the two styles of numeral '2'.



4

Walk Around Hurricane

Hawker Hurricane Walk Around

by Don MacKay

Price: £12.99

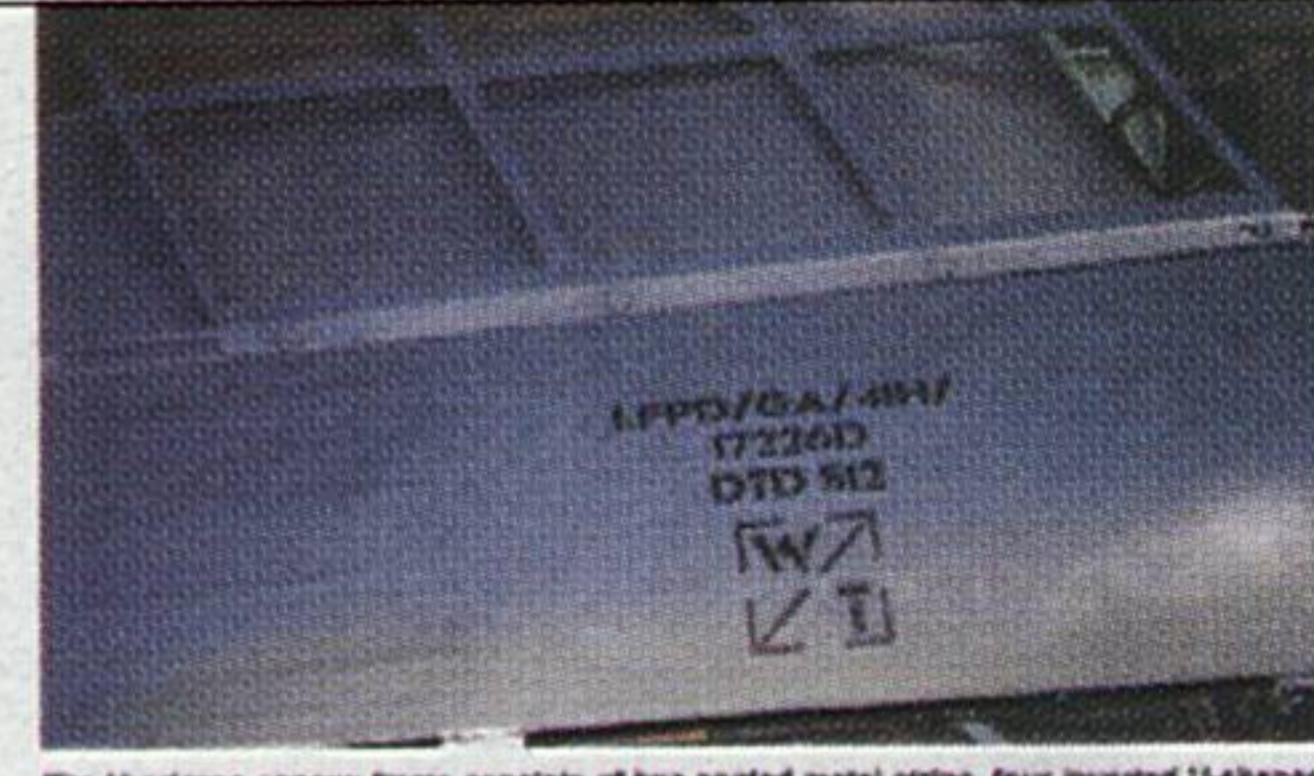
ISBN: 0-89747-388-4

Publisher: Squadron/Signal Publications Inc.
1115 Crowley Drive, Carrollton, Texas
75011-5010, USA.

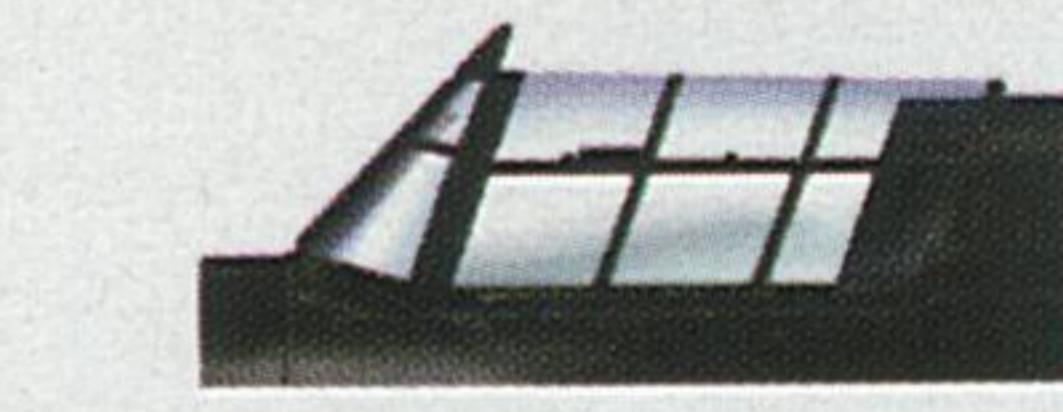
UK Importer: Pocketbond Ltd
(See Advertisers Index)

This is the latest in the popular 'Walk Around' series and it is in the usual A4 landscape format with 80 pages and a laminated card cover. The title's contents are all pictorial and it is split 50/50 to colour and black and white.

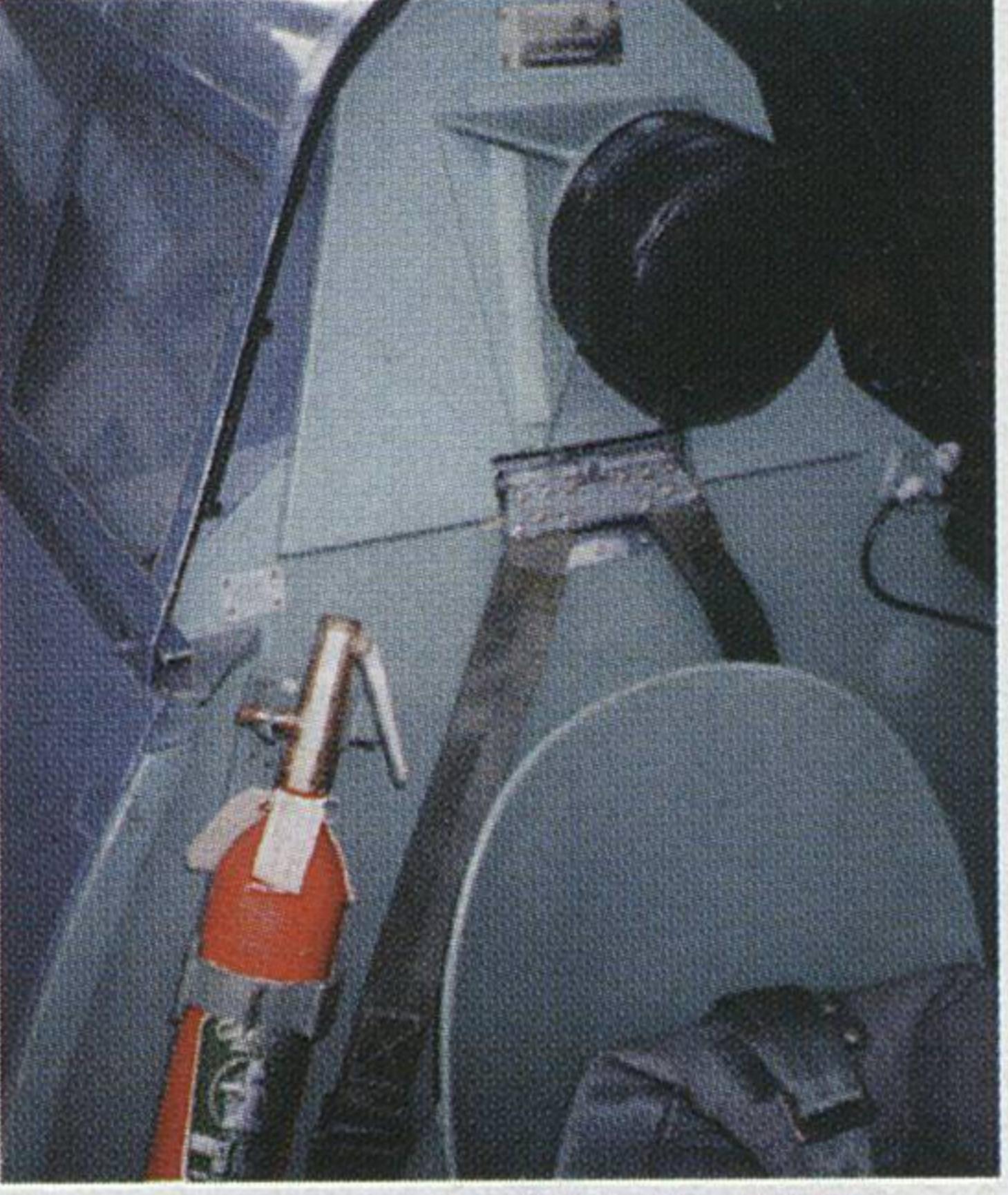
As with all the other books in the series, this latest edition takes a step-by-step look around the type and utilises preserved



The Hurricane canopy frame consists of two angled metal strips, four inverted U-shaped frames, and two interim supports acting as additional stiffeners. The canopy slides to the rear on U-shaped tracks and can be jettisoned in flight. The interiors of the undersides and canopy frames were usually painted matt black.



Late Production with Internal Armor



The pilot's head is protected by armor plate riveted to the top of the cockpit bulkhead. The pilot's shoulder harness was bracketed in front of the seat. The rear seat extender is required for flying under Civil Aviation Authority (CAA) regulations. Land-based Hurricanes were not usually fitted with a headrest as provided on this Sea Hurricane.

17



Walk Around Number 14

squadron/signal publications

examples as well as period photographs. The preserved examples covered include the fabric-winged Mk I in the Science Museum, the Shuttleworth's Sea Hurricane and the Fighter Collection's Mk XIIB. Photographic coverage of these types is very good, although the Science Museum example is hung from the ceiling and therefore no interior pictures are available of that one.

There are also a number of colour diagrams showing the differences in

camouflage patterns applied to the type and the different kinds of wings and propellers fitted. Towards the back you get four pages of colour side views for twelve machines.

Overall this is another good title in the Walk Around series and I am sure the subject matter will make it very appealing to a number of modellers.

Our thanks to Squadron/Signal Publications for the review sample

F4U Corsair - in detail & scale

F4U Corsair- Part 1 (XF4U through F2G)

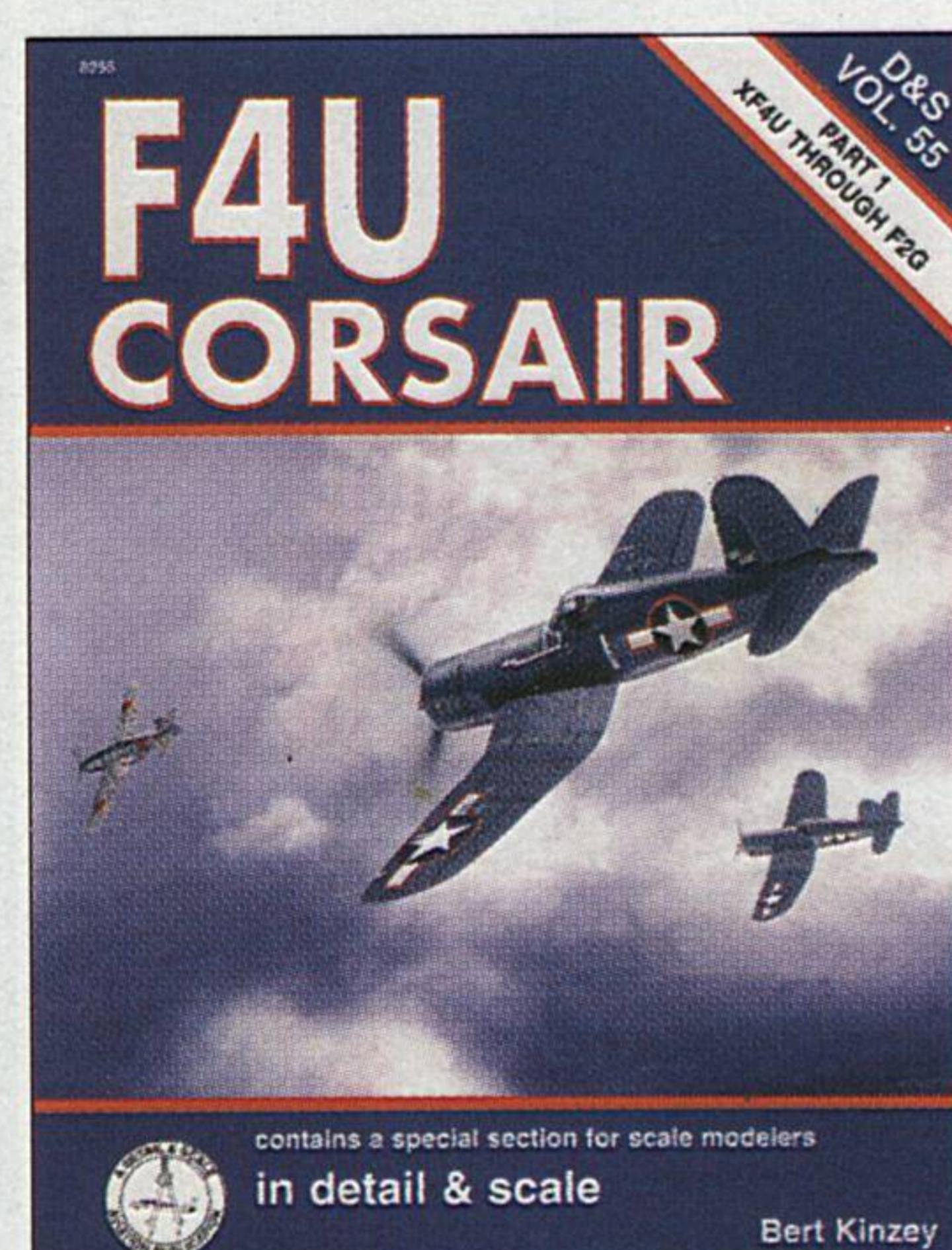
by Bert Kinney

Price: £10.95

ISBN: 1-888974-08-7

Publisher: Squadron/Signal Publications Inc

UK Importer: Pocketbond Ltd
(See Advertisers Index)



Colours of the German Luftwaffe

Colours of the German Luftwaffe

1935-45

by Michael Ullman

Price: AUD\$55

ISBN: N/A

Publisher: Precision Replicas, 60 Deviation

Road, Penguin TAS, Australia 7316.

Tel/Fax: + (61) + (03) 6437 1697

Colours of the German Luftwaffe

1935 - 1945

by Michael Ullman

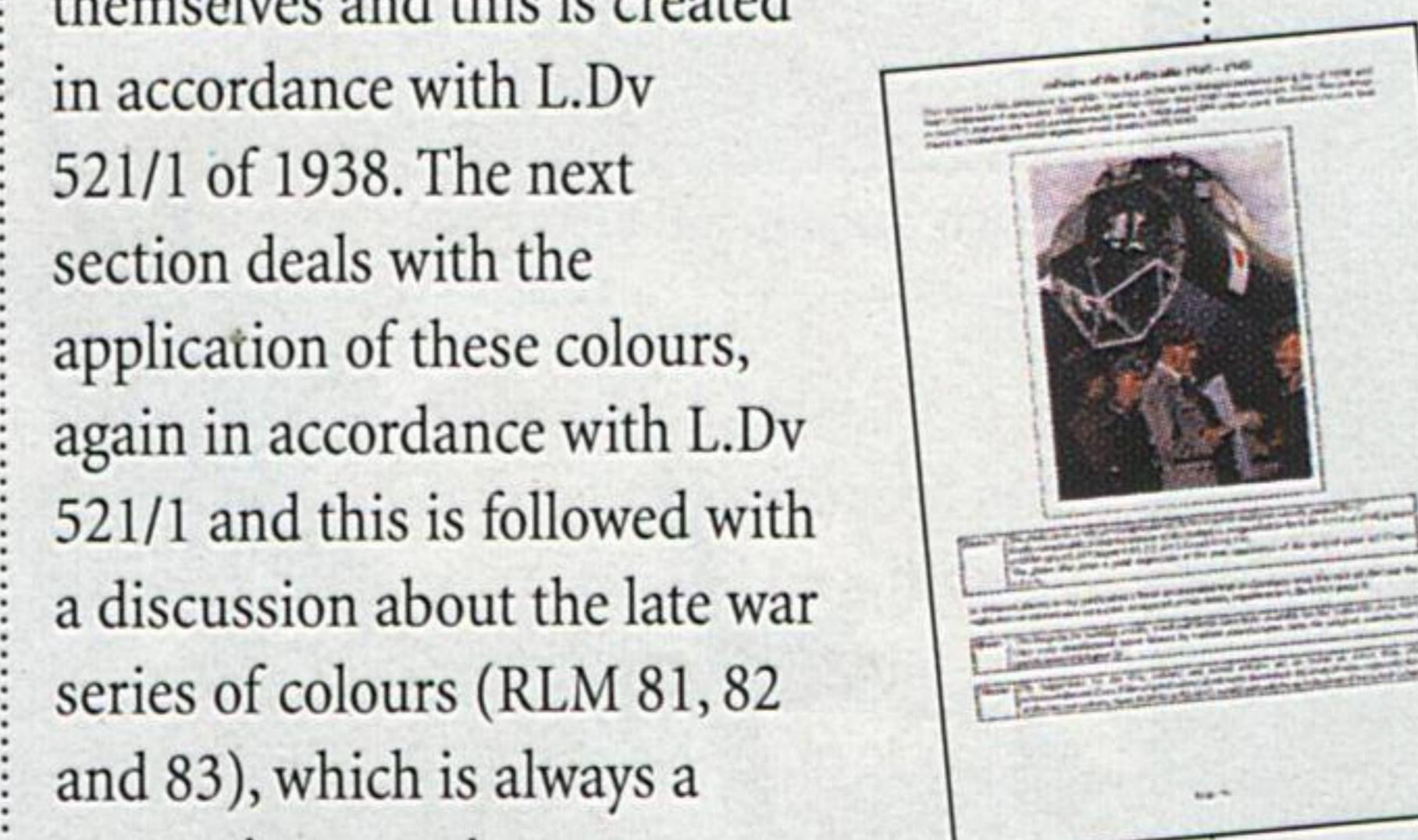
A treatise on the colours of the former Luftwaffe and their availability for the modeller



This is a new title which has recently been translated from the original German by Precision Replicas.

This title is produced as a case-bound A4 format with 72 pages. The narrative text deals with all elements of this complex subject matter and it is illustrated with colour photographs and period painting diagrams etc. The subjects covered include desert operations, naval aircraft, winter camouflage, night camouflage, night fighters and national markings. This is followed with a detailed look at the colours themselves and this is created in accordance with L.Dv 521/1 of 1938. The next section deals with the application of these colours, again in accordance with L.Dv 521/1 and this is followed with a discussion about the late war series of colours (RLM 81, 82 and 83), which is always a contentious area!

Throughout this title you get detailed coverage of the types and use of colours by the Luftwaffe. The depth of the information in each chapter has to be seen to be fully appreciated and I am sure that this title, used with the other titles on the



subject, will give a very detailed understanding of this complex subject. To back up all of this information this title also includes a mass of colour chips. There are no fewer than forty-three chips included at the back of the title and that alone makes this title a real must for all Luftwaffe fans. The final section offers a cross-reference chart for all RLM colours by FS reference and Humbrol, Tamiya, AeroMaster, Xtracolor and JPS paint ranges.

Overall, as I have already said, this is a real 'must' for all Luftwaffe fans. The title is not cheap, but the colour chips, and the sheer volume of information contained within it, will make it an invaluable reference source to you.

Our thanks to Precision Replicas for the review sample.



There are also a number of exterior colour pictures of preserved examples and these include the wing fold etc and a couple of nice shots of an R-2800 engine.

The final section of the title, as with all others in the series, offers a detailed look at all kits of the Corsair and it is nice to see SAMI Review Team member Paul Gold helping out with the 1/144th scale offerings.

Overall this is another excellent title from Squadron and I am sure that no US Navy fans will want to be without it.

Our thanks to Squadron/Signal Publications Inc. for the review sample.

The colour section in the title offers some colour artwork of the prototype, F4U-1, F4U-1D and a Royal Navy Corsair II. These are followed by a collection of war time colour pictures of the type and a good selection of colour interior photographs of preserved examples.

Dewoitine D.520

Dewoitine D.520

by W. Baczkowski

Price: £8.99

ISBN: 83-906942-3-9

Publisher: Books International, ul. Lubelska 30/32, 03-802 Warszawa, Poland.

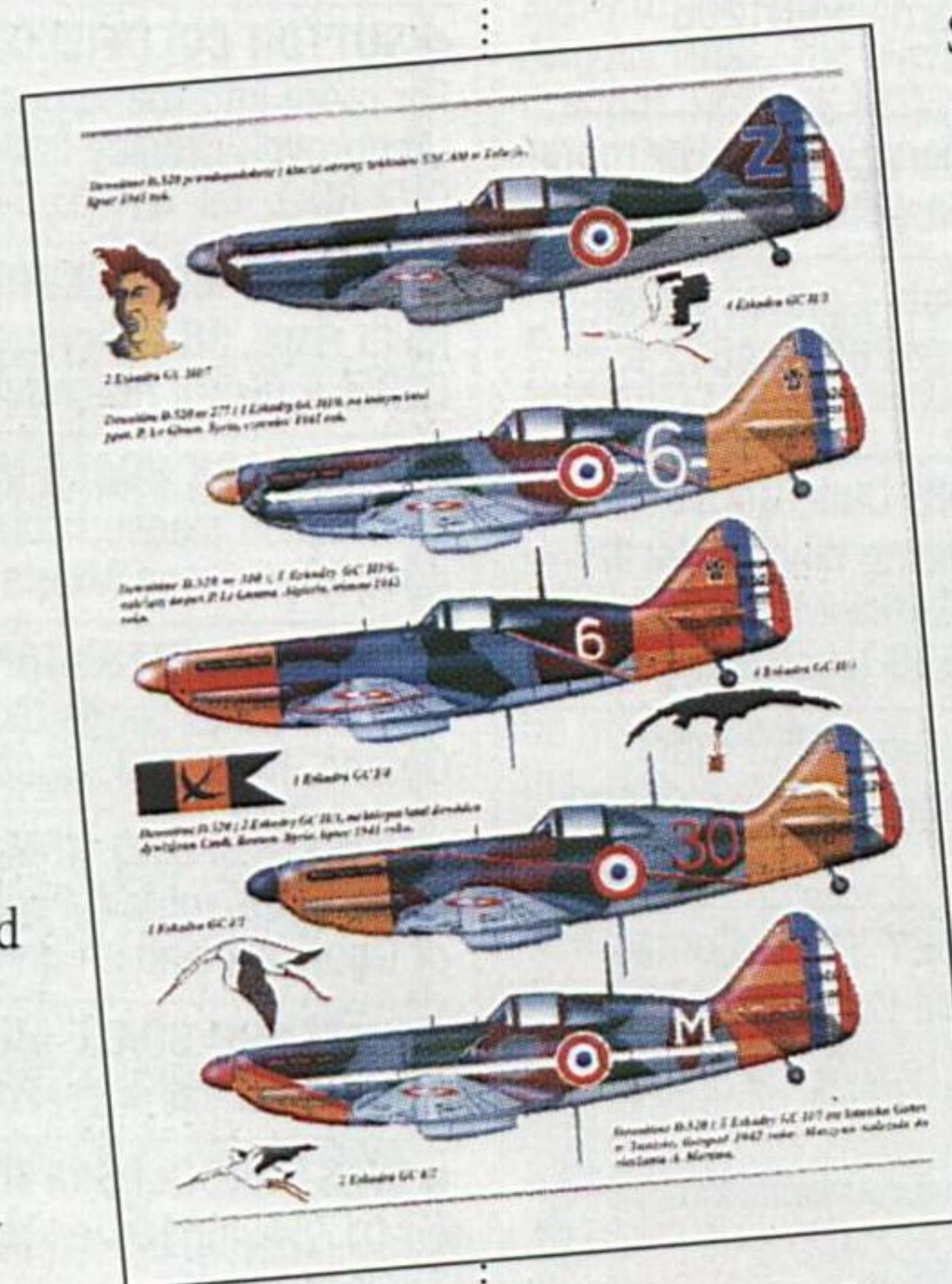
Tel: (0-22) 6196057

UK Source: Books International.
(See Advertisers Index)

This new title from Books International is in an A4 format with 64 pages and a laminated card cover.

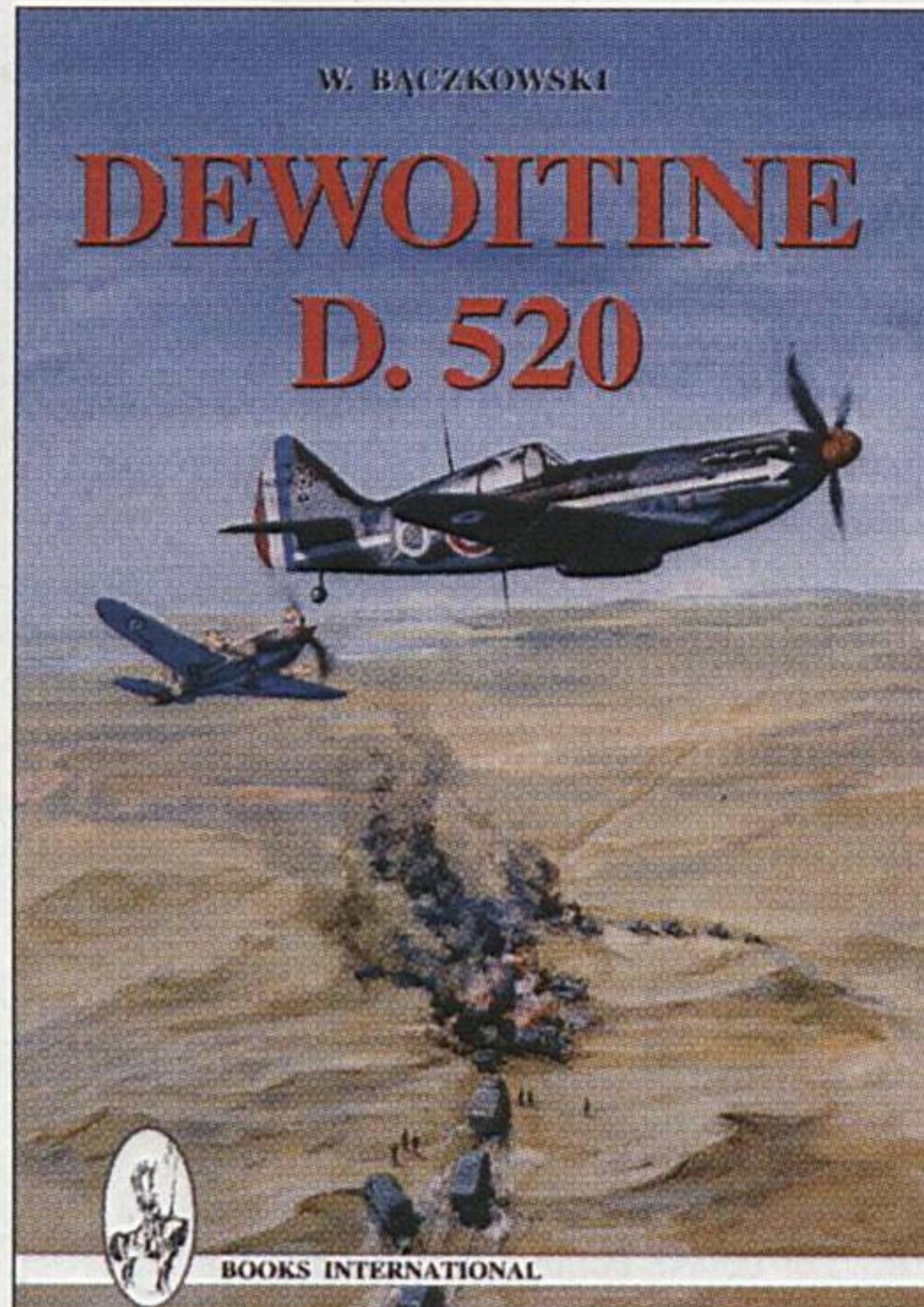
The main text is in Polish but the entire title is well illustrated with period photographs and diagrams, as well as a good selection of colour artwork. The first sections of the title look at the development and production of the D.520 and include the float equipped HD 780. Operational use by the French Air Force, as well as Vichy use of the type are all covered in the next couple of chapters. All of these early chapters are well illustrated with period black and white photographs.

The next section of the title looks at the technical side of the design and here you have photos of the Hispano-Suize HS 12Y-45 powered example (an interesting conversion project?). It is at this stage that you come across a number of scale plans of the D.513, D.514, D.520.01, D.513, D.520.02, D.520.03, D.521, D.550, D.551, D.520Z, D.790 and D.520DC. These are all 1/72nd scale side views of the type and are followed by a three view 1/72nd scale set of plans for the float-plane HD 780 version and a six-view set for the production D.520. Sketches of the tail skid, motor cannon, wing machine-guns, flap movement and engine bearers are also included along with details of the pilot's seat frame, undercarriage, fuselage frames, engine cowlings and the



Overall this is an excellent title and although all the text is in Polish, the technical details, scale plans and artwork make the title of great use to all of you with a few Tamiya (1/48th) or Hasegawa (1/72nd) kits in the 'pending' pile!

Our thanks to Books International for the review sample.



instrument panel of the production D.520.

The next section covers the colour and markings applied to the D.520 and in this section you get details of the size and locations of French national insignia etc. There is also a chart listing the colours applied by their proper name and cross reference to the Federal Standard code. The final six pages and back cover are in colour and these offer five side views per page. The forty side views include French Air Force machines, as well as Vichy machines, Free French, Italian, Luftwaffe and Bulgarian operated machines and there is also a nice view of the post-war two-seat version (D.520DC).

(D.520DC).

Overall this is an excellent title and although all the text is in Polish, the technical details, scale plans and artwork make the title of great use to all of you with a few Tamiya (1/48th) or Hasegawa (1/72nd) kits in the 'pending' pile!

Our thanks to Books International for the review sample.

Macchi MC 205 'Veltro'

Macchi MC 205 'Veltro'

by Maurizio Di Terlizzi

Price: £7.00

ISBN: 88-86815-55-7

Publisher: Istituto Bibliografico Napoleone, via Mingazzini 7, 00161 Roma, Italy.

Tel: 06/44 69 828

Worldwide Distributor: Mister Kit
(See Advertisers Index)

This is a brand new series from Italian source IBN. The first title is in an A5 format with 64 pages and a laminated colour card cover.

The narrative text is in both Italian and English, which is good. The first chapter deals with the development of the Macchi C.205 design and is illustrated with a number of period black and white photographs. The next section deals with the technical description of the type and here you get extracts from the official manual as well as clear pictures of details from the examples preserved in Italy. This part includes a set of 1/72nd scale plans for the type and there are also clear diagrams of the cockpit interior, engine bearers, oleo legs and control column. The next chapter will be of interest to a number of people, as it deals with modelling the type. Here the author has looked at all of the Hasegawa 1/48th scale kits and offers a great deal of detail dealing

with the errors within each. These are confined to panels and access panels etc, but it is of great use to anyone modelling the type. Each area of the type, e.g. fuselage, wings etc, is covered in detail and this includes some colour photographs inside preserved examples. The final chapter deals with the camouflage and markings applied to the type.



The appendices at the end of the title include a colour cross-reference table with details of FS numbers, and paints within the Gunze Sangyo, Testors, Xtracolor and AeroMaster paint ranges. This is followed with a list of accessories for the C 202 and C 205, a complete listing of decals for the type. These latter two charts are offered for both 1/72nd and 1/48th scale products. A nice touch is the inclusion of a detailed look at the decals supplied in each kit and here the author highlights any inaccuracy.

Overall this is an excellent title. The photographs and diagrams coupled with the Italian and English text make it very attractive and usable and it is one I recommend to all. Future titles from this source will include the Hughes H 500, Boulton Paul Defiant and Fiat G.55.

Our thanks to Mister Kit for the review sample.

Reichdreams Dossier No.17

Reichdreams Dossier No.17 - Arado

Jet Bombers

by J. Miranda & P. Mercado

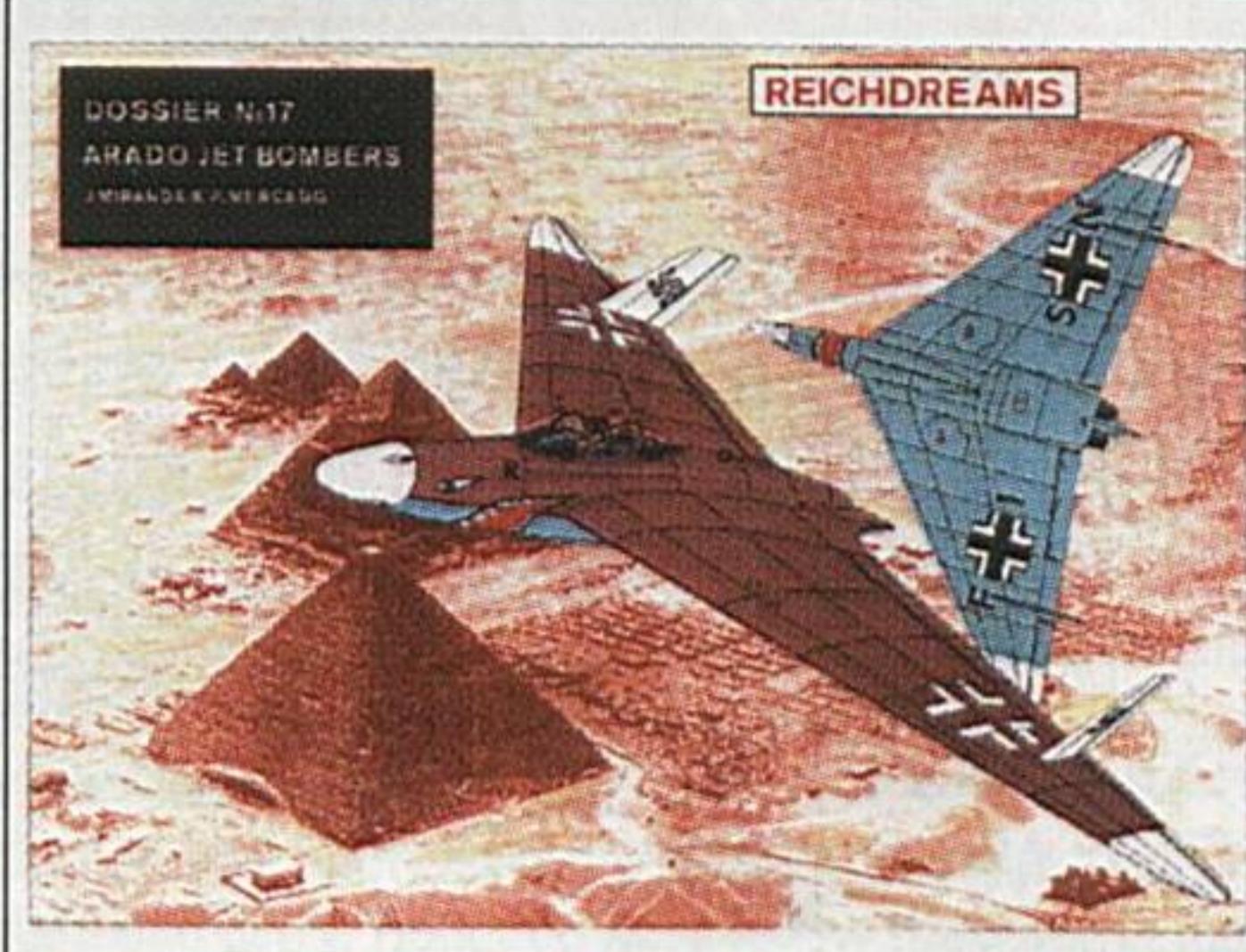
Price: \$25.00

ISBN: N/A

Publisher: The Reichdreams Research Services (See Advertisers Index)

This is the latest title from this source and it is in the standard format of 54 pages in A4.

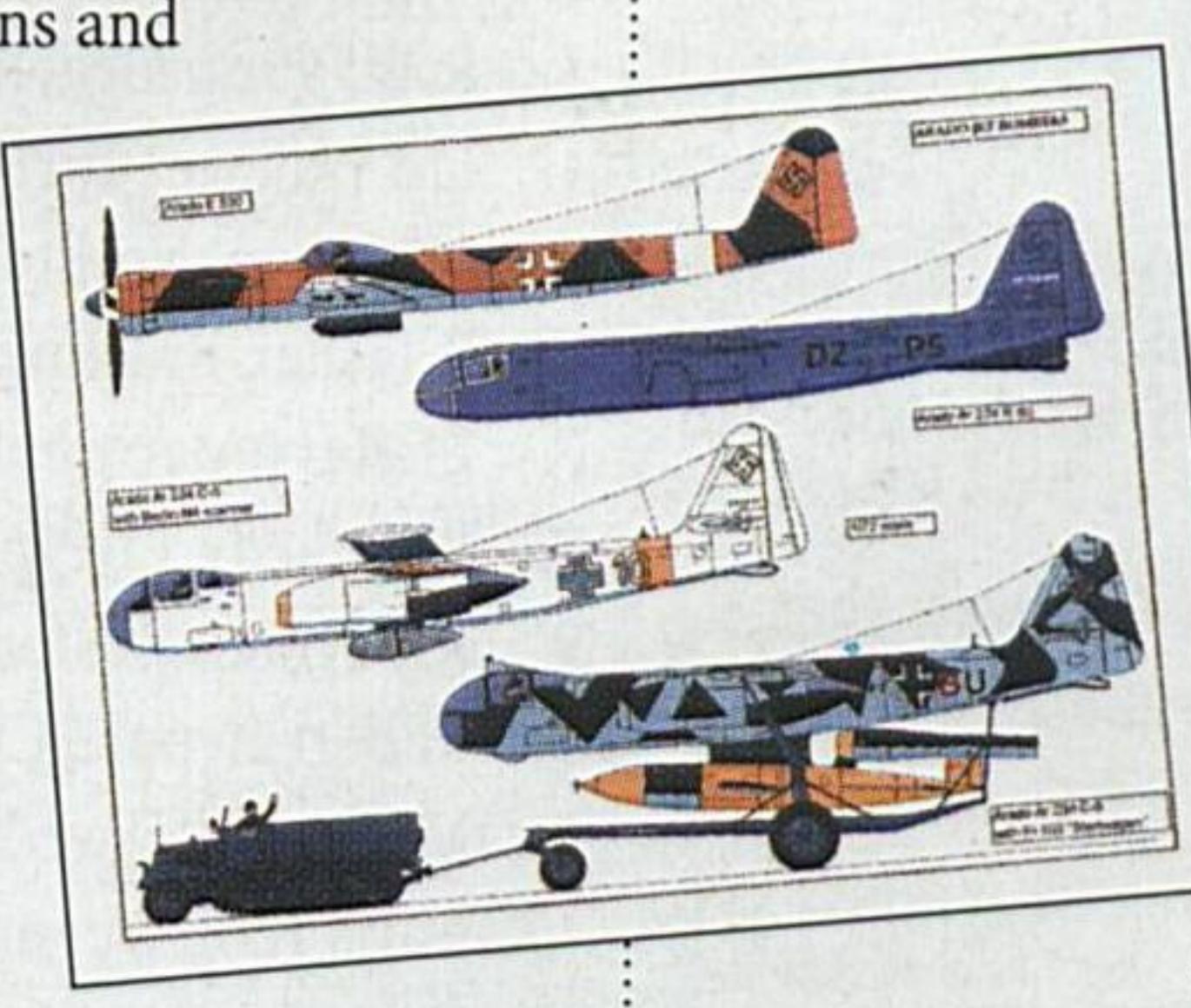
The booklet offers a mass of scale plans and colour schemes for the chosen subject and in this latest dossier, it is Arado jet bombers. The types covered include the E530, E-370, Ar 234C series, Ar 234PTL, Ar 234R (a) and (b), Ar 234C-5 with Berlin



N4 scanner, Ar 234D-1, D-2, Ar 234 V1, V2, V3, V4, E395 (Ar 234F), E560, TEW 16/43-19, E555,-2, E555-7, E555-9, E555-14, Ar.I, Ar.II. Most of these are covered with 1/72nd scale plans but some of the really big

examples are offered in 1/144th scale so that they will fit on an A4 page. There is also a complete page of 1/72nd scale plans for all the bombs, machine guns and cannons, guided and unguided missiles, torpedoes and jet and turboprop engines, which is a neat touch.

The coverage of the Ar 234C series is very intense, with over fourteen pages being used! Types covered include the C-3, C-4, C-5, C-6, C-7, C-8, C-5 and E 377 Mistel combination, C-5 with L.11 guide bomb, C with 'Huckepack' V-1 and C with ventral mounted V-1 and



'Startwagen'. A mass of weapon combinations on the C series are also covered and this is backed up with scale plans of a number of guided and unguided weapons (Hs 293 etc), glide bombs and glide torpedoes (L.10 etc).

Overall, if you are a 'Luftwaffe 46' fan, then the entire Reichdreams series is a real must and this latest edition will be very useful considering the reissue of the Dragon Ar 234 by Revell® and the projected P-1 version due from Dragon.

Our thanks to Reichdreams Research Services for the review sample.

News Update

Revell



1/144th

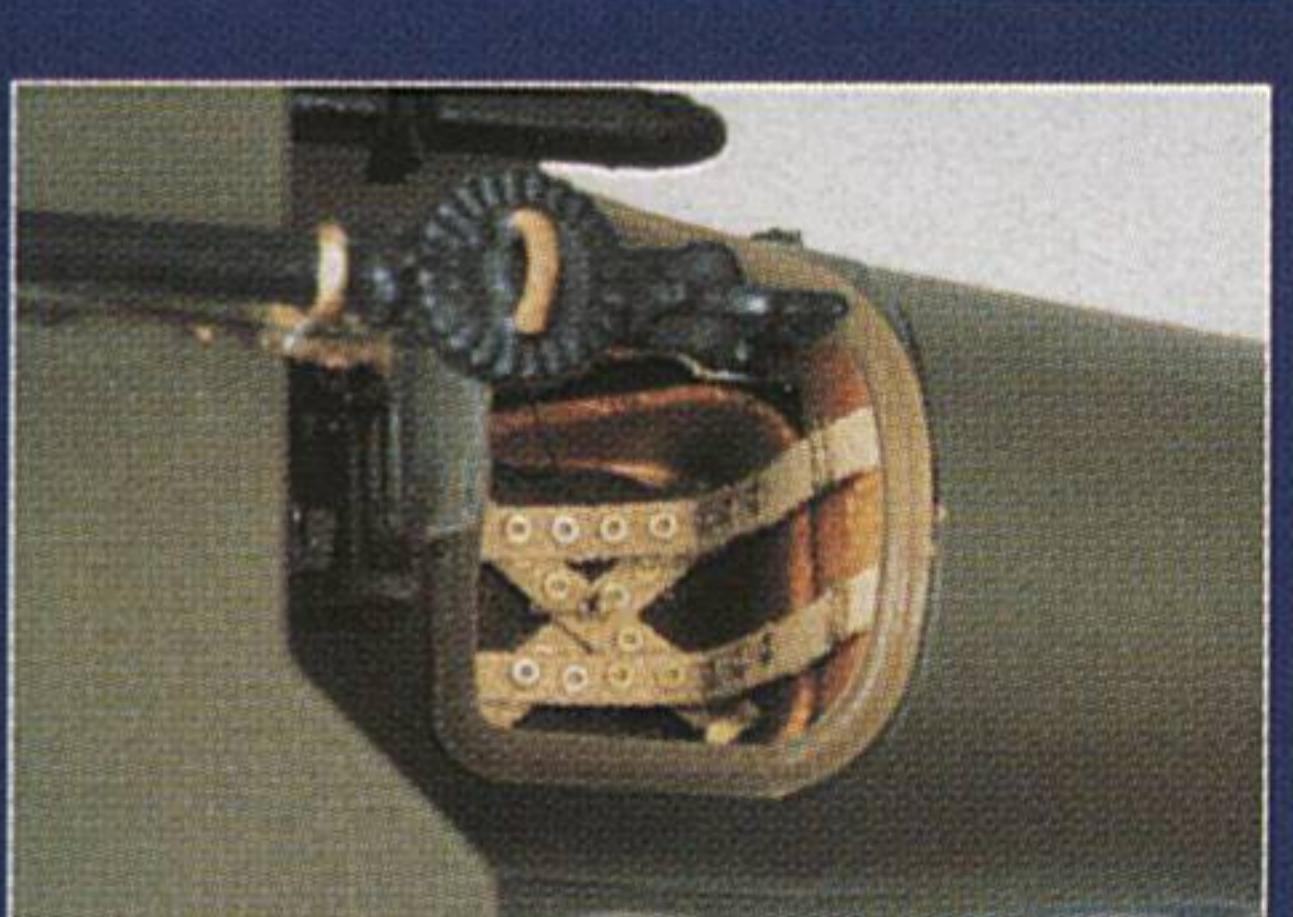
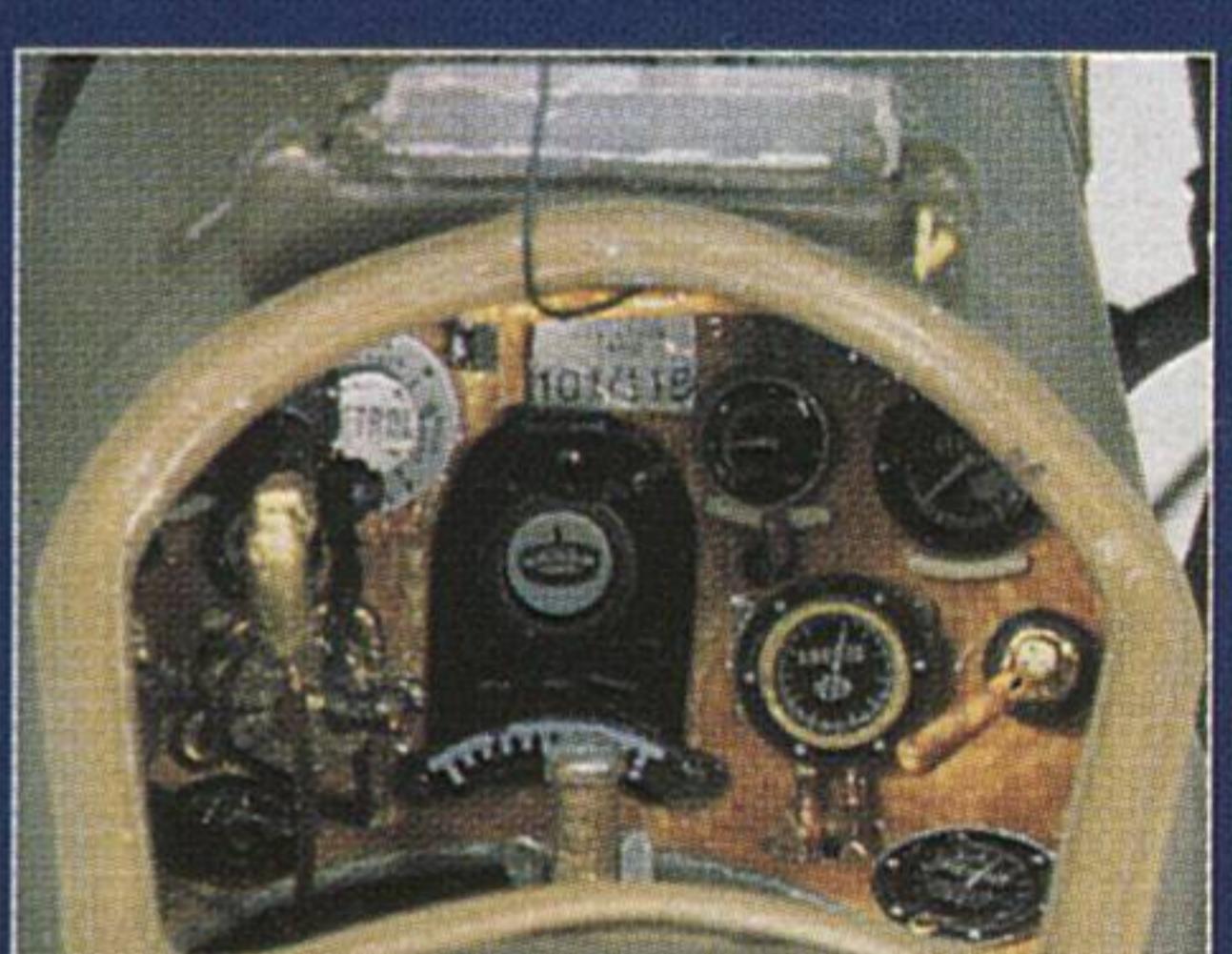
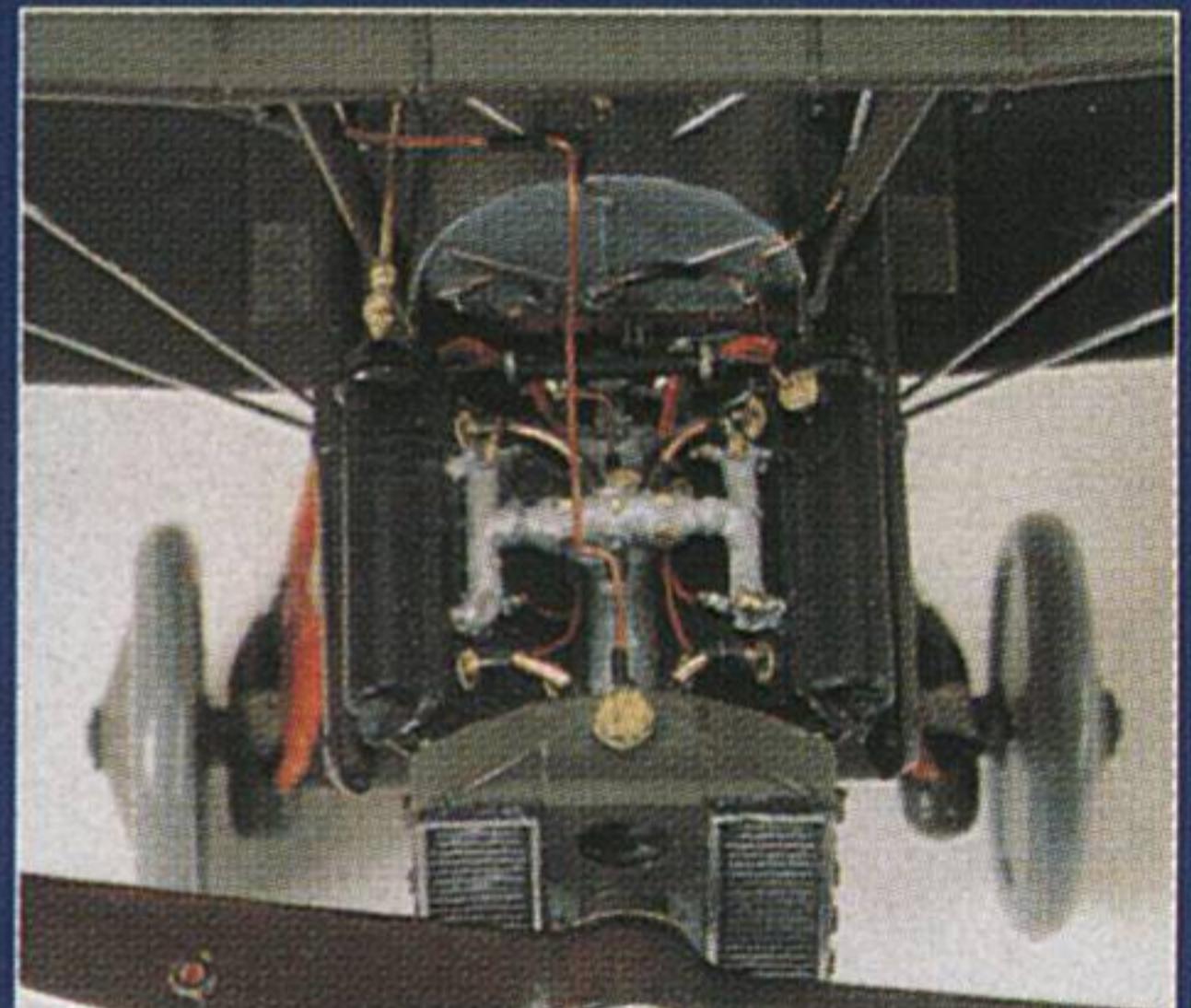
The AH-64D Longbow Apache has just been released by this source and it retails for £2.95. This product is in fact the Dragon tooling.

J.D.Shapiro



1/32nd

This American source have produced two styles of kit of the RAF SE.5a. Each is made of brass and features stunning levels of detail. The 'standard' version is not as complex as the 'Deluxe' version, although each is restricted to 115 of each marking option and the complexity of them is illustrated by the price. Currently the 'standard' version is \$395.00 and the 'Deluxe' version is \$755.00. On top of this is \$90.00 for shipping to the UK, so I doubt if you will be buying a couple!



If you would like more details of this product please write to:

J.D. Shapiro, 13378 S.W. 128th Street, Miami, Florida 33186, USA.
Tel: 305 385 3909 Fax: 305 255 9143

Zvezda



1/72nd

Many of you will recall the Su-25 which was listed by Italeri last year, well the kit, which originates from this source, has been released. It certainly looks better than the KP offering and it comprises ninety-six parts plus decals for three machines. We are unsure if this kit will now be released by Italeri or if it will be available in the UK.

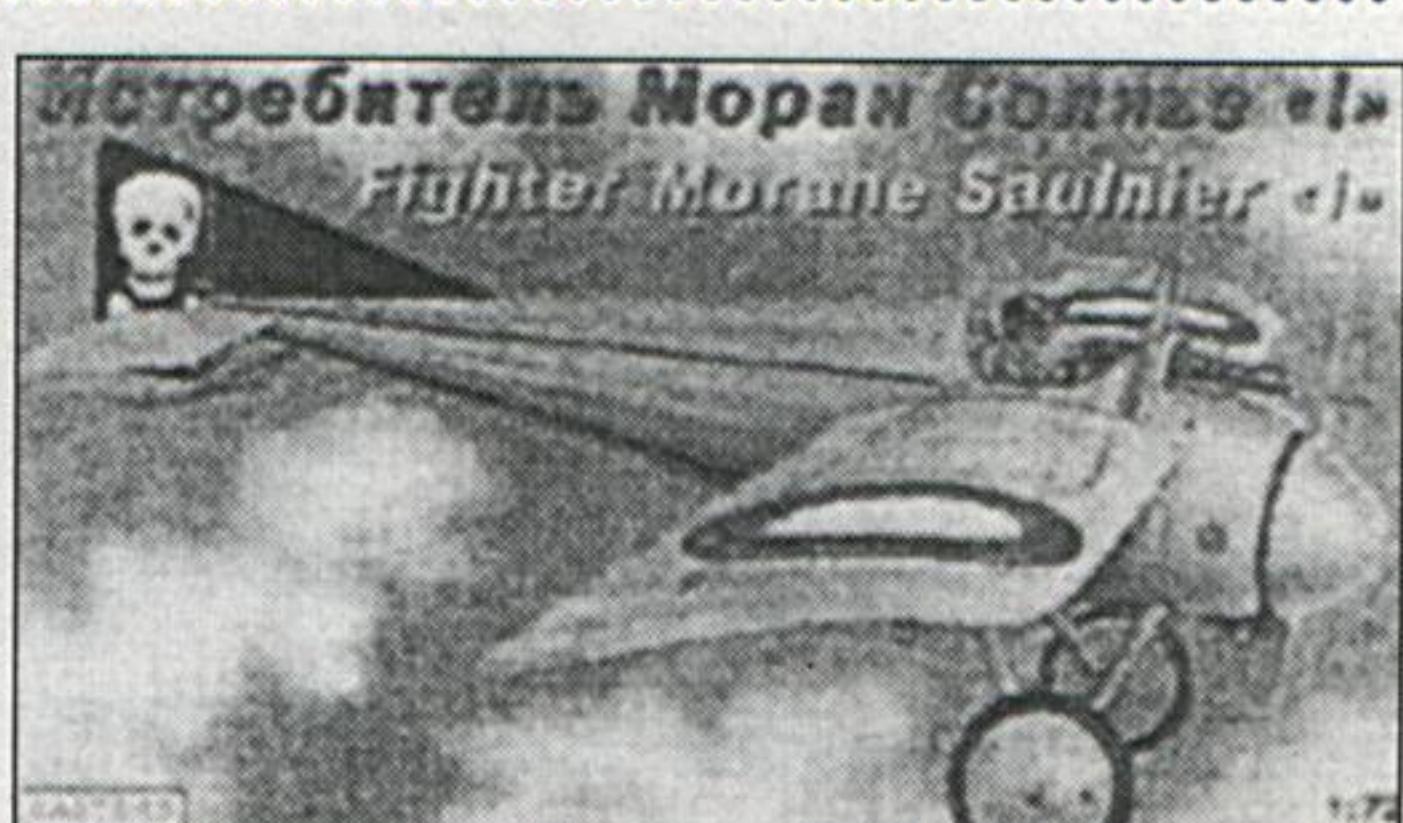
Accurate Miniatures



1/48th

The stunning Douglas SBD-1 Dauntless has arrived in the UK and retails for £24.99.

Eastern Express



1/72nd

This source from Russia has produced an injection moulded kit of the Morane Saulnier Type H. As far as I am aware there is no UK source for this kit, although it has been noted in the USA at \$9.95.

1/48th

In this scale, this firm has produced the Morane Saulnier Type H (\$15.95).

MPM

1/48th

In the HML (Hand Made Limited) resin kit series, the Messerschmitt Me 209 V6 has been released and retails for £30.00.



In the standard limited run injection moulded range this firm have released the Ki-86 Cypress (£8.25), Bell P-63F (£18.00) and the Fw 189 in its 'Hi-Tech' form. This kit features two resin engines and cowlings and the canopies in both

Advertiser's Index

Aeroclub	407
Aeromaster	432-433
La Bancarella Aeronautica	426
Airlife Publishing	464
Avia Imports	424-425
Aviation Hobby Shop	451
Beaneys	462
Book International	405
Collect-Aire Models	409
Czech Six	462
Dutch Decal	409
Eduard	407
Four Plus	450
Jamieson's	409
King Kit	409
Koster Aero	409
Misterkit	426
MPM	407
Mushroom Monthly	462
Parabellum	426
Pocket Bond	427/431
Pol Models	426
RAF Benevolent Fund	402
Reed Publishing	463
Reich Dreams	409
SAM Publications	422/441
Swan Models	462
Tauro Models	407
The Turntable	462

injection and vac-formed plastic. The UK price for this is £24.00.

Supermodel

1/72nd

The new injection moulded kits of the AerMacchi MB.339 series have now been confirmed for release in the UK in September.



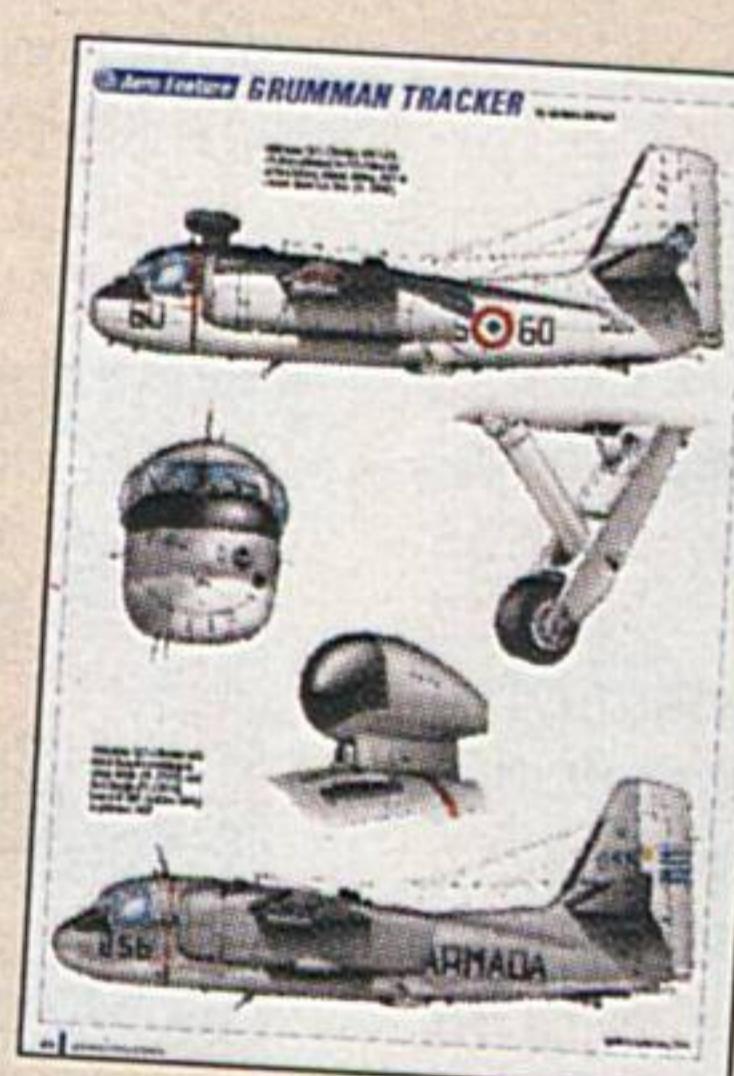
Top of Page 372 –

Grumman S2F-1 Tracker of VS-20, US Navy attached to USS Princeton at Ford Island, Hawaii, during 1956 in overall Gloss Sea Blue (FS 15042)

Bottom of

Page 372 –

Grumman S2F-1 Tracker with Naval Reserve markings in Gloss White (FS 17875) and Red Dayglo (FS 28913), based at NAS Oakland during September 1957. Apologies to our readership and Michele Marsan for this mix-up.



Aero Feature

The captions for this feature were accidentally transposed. The captions should have been allocated as follows:

Top of Page 370 – Grumman S2F-1 Tracker, Aeronautica Militaire Italiana, 41o Stormo antisom, Catania-Fontanarossa, June 1966. The colours are, Bianco Neve Opaco (Matt Snow White) on the sides, Gloss White underside and Grigio Mare Medio Lucido (Medium Sea Gloss Grey) on top. The relative FS numbers are 37886, 17875 and 26239.

Bottom of Page 370 –

Grumman S2G Tracker, Aviacion Naval de l'Uruguay, 1996, in standard US Navy scheme of NS Light Gull Grey and White.

Bottom of Page 371 – Grumman S2E Tracker, CS-816 "Tigers" of Royal Australian Navy, HMAS Melbourne, 1978 in NS Light Gull Grey (FS 36440) and White (FS 17875).

Top of Page 371 –

Grumman S2F-2 Tracker, Royal Canadian Navy, HMCS Bonaventure during 1966. The colours are Gull Grey (FS 16270) and Dark Gull Grey (FS 16118).



Prototypes in Plastic

The captions for the black and white sketches on page 384 and 5 were transposed. The sidewall of the bottom of page 384 is the starboard side and therefore should have the caption shown at the top of page 385. The sidewall at the top of page 385 is therefore the port sidewall and should have the caption listed at the bottom of page 384.

Special Preview

The price listed against the excellent new P-40B/C kit from CraftWork shown on page 390 was incorrect. The kit retails for £95.00 in the UK from Swan Model Engineering Ltd. Apologies to CraftWork Inc.

If you would like more details of this product please write to:

J.D. Shapiro, 13378 S.W. 128th Street, Miami, Florida 33186, USA.
Tel: 305 385 3909 Fax: 305 255 9143

Clubs & Societies

Model Clubs!

If you would like to attract more members to your club, why not let people know where and when you hold your meetings via this page. Just write or fax the details to the editorial address, there are no charges!

As a result of the demand for space in this section we regret that we have had to simplify each entry down to simple location and contact details.

IPMS(UK) WEB SITE

<http://www.users.globalnet.co.uk/~ipmsuk>.

AAM/IPMS PORTUGAL. Please contact Antonio Neves Santos - R. Prof. Camilo Oliverira, 86A - 4420 GONDOMAR or Tel: 02 4540525.

THE ABERDEEN MODELLERS Society. Contact David Robertson, 27 Howes Drive, Aberdeen. Tel: 01224 690895.

ABINGDON IPMS. For information contact Tony Clements on 01235 522893.

AERO SPACE & VEHICLE Club Wombleton, Nr Wolverhampton. For details contact J. Van Leerzen on 01384 278600.

AVON IPMS. Contact Sean on 0117 969909 or Andy on 0117 9856469.

BANBURY AREA. Interested in joining a proposed scale modelling club based in Banbury? Contact Reg on 01295 264875 or Stewart on 01295 269963.

BARNET IPMS. Contact Pete Stern (Secretary) on 0181 449 7854.

BRADFORD IPMS. For details contact Martin Fisher on 01274 676127 or John on 01274 502295.

BRAMPTON SCALE MODEL Club (incorporating IPMS Brampton). Contact, Sam Bratby, 39 Ermine Way, Sawtry, Huntingdon, Cambs. PE17 5UQ. Tel: 01487 830689.

CHELMSFORD MODEL Club. For information contact Stuart Shakespeare on 01245 609098.

THE CLACTON BRANCH of the IPMS. For details contact Peter Terry on 01255 428653.

IPMS CLEVELAND MEET at Acklam Library, Middleborough. Contact: Mike Birns on 01642 592357 or Gary Stevenson on 01642 490589.

COVENTRY AND WARWICKS IPMS meet at Midland Air Museum Baginton Contact: Dave Eales for more info on 01926313330 (phone and fax) or ealess.mob@aol.com.

DERBY AND DISTRICT MODEL Club. For information please contact Graham Price, 52 Bank Road, Matlock, Derbyshire. DE4 3GL.

EAST MIDLANDS MODEL Club. Contact Gordon Upton on 01455 230952 (day) or 01455 878722 (evenings).

IPMS EAST NEUK MODELLING Club (in North East Fife). Contact Brian Murray, Tel. 01334 655131 for details.

"FAMAS" (pronounced "Famous") bi-monthly journal of the Frog & Airfix Model Aircraft Society. For details please write to: FAMAS, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX.

GLASGOW IPMS. Non-IPMS members welcome. Contact Bruce Smith on 0141 563 2098.

GLoucester IPMS. Contact: Jeff Brown, 123 Pleasant Way, Beeches Park, Cirencester. GL7 1BJ. Tel: 01285 659254.

GRANTHAM MODEL CLUB. Contact John Tinkler on 01476 870816 or Craig Gardiner on 01476 401483.

GUERNSEY PLASTIC Modellers Group. Please contact Dave Nash, 7 Pierre Perce Villa, Prince Albert Road, St Peter Port, Guernsey. GY1 1EZ. Tel: 01481 728186.

THE HARROW MODELLING Society. Contact Stewart on 0181 427 6858 or Roger on 0181 997 6051 for details.

THE HORNCHURCH BRANCH of the IPMS. Contact K. Sparks, 8 Brockdish Ave, Barking, Essex. TG11 9DS.

ISCA SCALE PLASTIC Model Club - East Devon. Contact Mr K. Sweeting 10, Old Barn Close, Stoke Canon, Exeter, Devon. EX5 4AD.

KEIGHLEY PLASTIC MODEL Society. Contact John on (01535) 665722 or Eddie on (01535) 671192.

IPMS KENT. For details contact Jim Chapman, 77 Sutherland Avenue, Petts Wood, Kent. BR5 1QY. Tel: 01689 822669.

LINCOLN MODEL CLUB (IPMS Lincoln). For more information, contact Ian Crawford on 01522 533380.

IPMS (CANADA) LONDON. Contact Kerry Traynor on 1-519-453-4818.

LORDSWOOD (JUNIOR) Model Club is meeting every Saturday between 4.15 and 6.15pm at the Lordswood Public Library, Kestrel Road, Lordswood, Chatham, Kent. ME5 8TH. The club supplies basic modelling materials and equipment and is sponsored by REVELL (GB), so why not go along and have a look. For more details contact Mr D. Jadoul on 01634 841504.

LOTHIAN MODELLERS Club and Edinburgh IPMS. For details contact Ian Hanratty on 0131 665 4087.

MEDWAY MODELLING Club, Gillingham, Kent. Contact the secretary on 01634 373282.

MILDENHALL PLASTIC Model Club. For information contact Peter on 01638 742354.

MILTON KEYNES MODEL Club. Contact Phil Smith on 01908 505988.

NORFOLK SCALE AIRCRAFT Model Group. For information call John Turner on 01603 890595.

NORTH ESSEX MODELLERS. Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for details.

NORTH SOMERSET Modellers Society. For more information ring Fred Took on (01934) 416798.

NORTH STAFFS MODEL Club. Contact Stefan on 01782 618181 or Phil on 01782 544612 for details.

NORTH WALES MODELLING Club. Those wishing to form a scale modelling club in North Wales please contact Justin Gorka on 01492 532101 (day) or 01492 543590 (evenings).

NORWICH SCALE MODEL Group. For more information please contact John Turner on 01603 890595.

NOTTINGHAM AND DISTRICT IPMS. Contact Martin Regnard, 11/25 Victoria Centre Flats, Nottingham. NG1 3PJ Tel: 0115 9558584.

GREATER PETERBOROUGH Model Club. For details ring Jim Sylvester on 01733 571728.

PLYMOUTH SCALE MODEL Association. Contact Andy Hoodless on 01752 695363 after 3pm.

POOLE VIKING CLUB (Inc Dorset IPMS) meets on the 1st Wednesday of the month from 7.30pm to 10.30pm at the Poole Civic Centre Club.

ROBERTSBRIDGE AVIATION Society Model Club. Please contact David Morrice, 27 Derwent Drive, Tunbridge Wells, Kent. TN4 9TB Tel: 01892 520856

SALISBURY IPMS. Please contact the secretary, Peter James, 'Lithlorien', 18 Ilton Avenue, Firsdown, Salisbury, Wilts, SP5 1SH. Tel 01980 862403.

SHROPSHIRE SCALE Modellers (IPMS Telford). Contact Gary Stevens, 8 Whittemere Road, Shrewsbury. SY1 3BT.

IPMS SOUTH EAST London please ring Paul Brack on 0181 650 6504 or Alan Partington on 0181 697 6929. For a map please send an SAE to Alan Partington at 100, Culverley Road, Catford, London. SE6 2JY.

SOUTHEND-ON-SEA MODEL Club (South East Essex IPMS). Contact Dean on 01702 603031.

SOUTH LONDON SCALE Model Club. For details please ring Eric on 0181 685 9110.

STAFFORD IPMS MODEL Club. For information contact; John Tapsell, 29 Sidmouth Avenue, Weeping Cross, Stafford. ST17 0HG.

STIRLING & DISTRICT Modellers Society SAE for programme to W.Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ. Tel: 01259 722428.

SUSSEX MODEL GROUP. For information please contact 01403 792638.

SUTTON COLDFIELD Model Makers' Society For more information contact Robert Day, 'Ashgrove', Didley Lane, Fillongley, Coventry. CV7 8DQ. Tel: 01676 540469.

TAYSIDE MODELLING Society. Details from Keith Herd, 38 Ashgrove, Perth. Tel 01738 629555 (Sorry no under 16's).

THURROCK SCALE MODEL Club. For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139.

IPMS TORONTO (CANADA). Contact IPMS Toronto, 3219 Yonge St., Suite 334, Toronto, Ontario, M4N 2L3, Canada.

WALLINGFORD (IPMS). If you would like to know more contact Paul Dean on 01844 215360, or Geoff Wakenham on 01491 833471.

WATFORD SCALE MODEL Club. For more information call Nigel Foster on 01582 667210.

WEST MIDDLESEX IPMS. Contact Les Clancy on 01784 465191 or Tony Horten on 0181 384 3840 for details.

YORK & DISTRICT Plastic Models Society. Contact Chris on 01430 873408 or Joel on 01904 766895.

IPMS WORLD WAR I Aircraft Special Interest Group. Contact Alan Crow, 55 Morven Lea, Blaydon, Tyne & Wear. NE21 4EY.

HELICOPTER MODELLERS - interested in a quarterly newsletter produced by like minded enthusiasts? For more details contact; Pete Tasker, 22 Brookfield, Haslington, Crewe. CW1 5WE.

Competition Winners

In the Accurate Miniatures competition in the May edition (Vol 4 Iss 5 pg. 322), we posed five questions. The answers we were looking for are;

Question 1. The final production figure of the Il-2 series was?

Answer: C (36,163)

Question 2. The TBF and TBM were named the Avenger. Why?

Answer: The name 'Avenger' was given to the plane after the Japanese attack on Pearl Harbour.

Question 3. How long did it take North American to develop the Mustang after the British Purchasing Commission requested the airplane?

Answer: One hundred and seventeen days (117)

Question 4. What was the most-produced WWII fighter series?

Answer: C (Yakolev 1-9 series = 36,000+)

Question 5. What was the single most important 'claim-to-fame' for the SBD Dauntless?

Answer: There are two answers that we would accept for this question; a. The first being that the Dauntless sank more enemy shipping than any other aircraft in WWII. b. That the Dauntless sank three Japanese carriers (Akagi, Kaga and Soryu), and seriously damaged a fourth (Hiryu) at the Battle of Midway in 1942.



We received a massive number of entries for this competition, but only a small number of you got it right. Thanks to the generosity of Accurate Miniatures we are able to offer a prize to all of the 13 correct entries. The winners therefore are:

1. Mike Davey, Uttoxeter
2. P.J. Knight, Shrewsbury
3. R.W. Plumridge, Romford
4. Ian Wallace, Christchurch (NZ)
5. J. Dawson, Northumberland
6. R. Fisher, Bracknell
7. J.E. Harvey, Argus
8. J. Kennedy, Liverpool
9. K. Poynter, Bedfordshire
10. Robert Hepple, Cheltenham
11. M. Eknefelt, Sweden
12. Chris Hall, Weymouth
13. G. Prettyman, Harlington

Thank you to everyone who entered this competition and our congratulations to the winners.

Scale
AVIATION
Modeller
International

Copy Deadline
7th July
for Volume 4 Issue 8

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Name

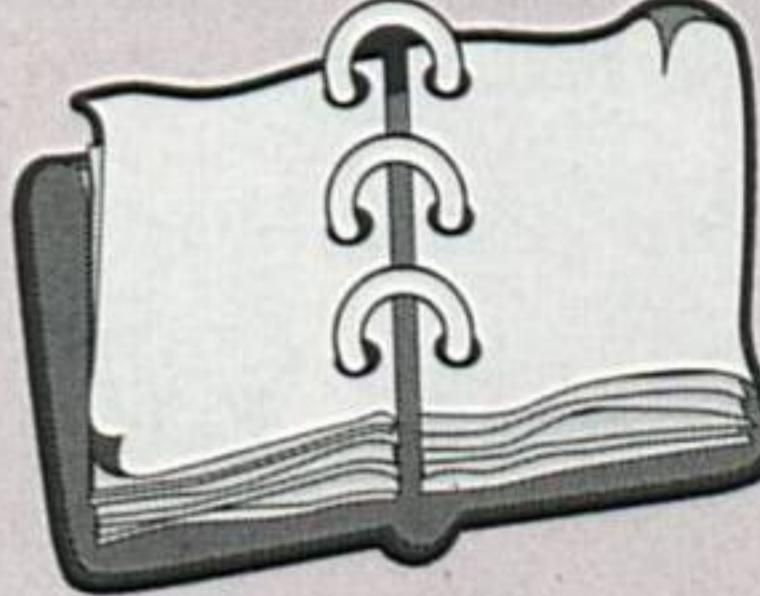
Address

Postcode

Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

Events Diary at a Glance



June 20th. • Amay Modeles Club 11th Model Show, Belgium

June 27th. • Plymouth Scale Model Association Annual Show.

July 5th. • Mid-Sussex IPMS Annual Show, Newhaven Fort

July 9th-16th. • World Expo 98, Toronto, Canada

July 18th. • RNAS Yeovilton International Air Day

July 18th/19th. • IPMS Venezuela 1st Annual Convention & Contest 1998

August 9th. • IPMS Avon Annual Show, Bath

August 14-16th. • Red Devil Modelling Society 4th Annual Model Competition and Exhibition

August 31st. • Guernsey Plastic Modellers Group Exhibition

September 5th. • Brampton Model Club Show, Cambs

September 6th. • Aero Space & Vehicle Club, Wombourne

September 13th. • Leicestershire IPMS Model Show, Broughton Astley

September 13th. • Sunderland Scale Model Club Annual Show

September 20. • Sutton Coldfield Model Spectacular 3

September 26th to 5th October • AAM/IPMS Portugal 'Portuscala 98', Porto, Portugal

September 27. • Midland Air Museum Annual Model Show

October 3rd. • Luton Aircraft Enthusiasts' Fair

October 4th. • Newark Expo '98

November 7th. • Abingdon IPMS Model Show

• **AMAY MODÉLES CLUB** 11th Model Show will be held at the Ecole Communale, rue de Waremme 5 at B-4530 Villers-le-Bouillet on the 20th June 1998. Doors open at 9am to 6pm, admission free. For more information contact Daniel Collette, 78 rue du Tambour, B-4540 Amay, Belgium. Tel: 085 315849.

• **THE PLYMOUTH SCALE** Model Association will be staging their annual exhibition on the 27th June 1998 in the main hall of the University of Plymouth, Tavistock Road (opposite library). For more information contact Andy Hodless on 01752 695363 after 3pm.

• **MID-SUSSEX IPMS PRESENT** their Annual Model Show on Sunday 5th July 1998 from 10.30am to 5.30pm at Newhaven Fort, Newhaven, East Sussex. For more information contact IPMS (Mid-Sussex) on 01273 596370 or Newhaven Fort on 01273 517622.

• **WORLD EXPO 98** will be hosted by the Canadian Modelling Exposition Association at the Inn on the Park, Toronto, Canada from the 9th to the 16th July 1998. For more information contact World Expo 98, PO Box 312, Brampton, Ontario, Canada L6V 2L3, Canada. Fax (905) 838 2434. e-mail dwc@idirect.com

• **SUTTON COLDFIELD MODEL** Makers' Society, Model Spectacular 3 will be held at Sutton Coldfield Town Hall on Sunday, September 20th 1998. For more information contact Robert Day, Hon. Secretary, 'Ashgrove' Digley Lane, Fillongley, Coventry, CV7 8DQ. Tel: 01676 540469.

• **IPMS/VENEZUELA WILL BE** staging their inaugural Annual Convention and Contest on the 18th & 19th July 1998, Caracas, Venezuela. Everyone is welcome to the event, for more details contact: The Executive Board. IPMS/Venezuela, PO Box #89879, El Hatillo 1083-A, Caracas, Venezuela. Tel: +582 963 2803 Email marcelo@canty.net

• **IPMS AVON WILL** be holding their annual model show at The Pavilion, Bath on Sunday the 9th August 1998. The event will be open from 10am to 4.30pm. PLEASE NOTE CHANGE FROM SATURDAY TO SUNDAY. For more information contact Stephen Lucas, 33 Lyndale Road, Yate, South Gloucestershire. BS37 4DB.

• **RED DEVIL MODELLING** Society will be presenting its 4th Annual Model Competition and Exhibition on Aug. 14, 15 and 16th in Kolyokvar, Nyiregyhaza Dúzsa Gy. u. 25 Hungary. Contact: Gabor Ordogh, Nyiregyhaza Selyem ut 18. Hungary 4400. e-mail: grafit@elender.hu.

• **THE GUERNSEY PLASTIC** Modellers Group will be holding an exhibition and model competition on the 31st August 1998, at the Forest Methodist Church Hall. Entries will be accepted from 10am to 11.45 am and viewing will be from 12.00 to 5.30pm. Visitors to Guernsey are welcome to enter but please note we have no facilities for returning any items posted, all entries must be delivered and collected in person. For further information please contact Dave Nash on 01481 724001.

• **THE BRAMPTON MODEL** Club Show will be held at St Ives Corn Exchange, St. Ives, Cambs on Saturday 5th September. For more information contact Sam Bratby on 01487 830689 or Email Phil Carter on umch@globalnet.co.uk.

• **IPMS LEICESTERSHIRE PRESENTS** the 1998 Model Show on Sunday 13th September 1998 from 12-5pm at the Broughton Astley Village Hall. Admission £1.50 for adults and juniors free if accompanied by an adult (16 and under). For more information contact Martin Connolly on 01455 284600 or write 40 Richardson Close, Broughton Astley, Leicestershire. LE9 6NU.

• **NEWARK EXPO '98** will take place at the Grandstand, Southwell Racecourse, Notts on 4th October 1998, from 10am to 5pm. Admission free. For more information contact Ian Crawford on 01522 533380.

• **SUNDERLAND SCALE MODEL** Club will be holding its annual model show at a new venue. The event will take place on Sunday 13th September 1998 from 10am to 4pm at the Nissan Social Club and Sports Hall, Washington, Nr Sunderland. For further information please contact Dennis Walton on 0919 548 0744.

• **WALLINGFORD IPMS WILL** be holding their fourth annual model show and competition on Sunday 20th September 1998 at The Regal Centre, Wallington, Oxford from 10am to 4.30pm. Admission £2.00 for adults and £1.00 for children and OAPs. For more information contact George Clark on 01491 201902.

• **AAM/IPMS PORTUGAL ARE** to hold their 'Portucala 98' annual model exhibition at Mercado Ferreira Borges, Porto from the 26th September to the 5th October 1998 (competition days 3rd and 4th October). For further information contact Dr Joao Regueiras - R.Prof. Sousa Junior, 74 Hab 53-4200 Porto, Portugal or Email: pregueiras@mail.telepac.pt.

• **THE MIDLAND AIR** Museums Annual Model Show will be held on Sunday, 27th September 1998 from 10am to 5pm. For further information contact Dianne James, Midland Air Museum, Coventry Airport, Baginton, Warwickshire. CV8 3AZ Tel: 01203 301033 Fax: 01203 301033.

• **THE LUTON AIRCRAFT ENTHUSIASTS'** Fair will be held at the Vauxhall recreation Club, Gipsy Lane, Luton, Beds on Saturday 3rd October 1998 from 11am to 4pm. For more information contact Keith Manning on 01372 725063 (evenings).

• **18TH JULY RNAS** Yeovilton International Air Day. Ticket prices held at 1996 price, and big savings for advance bookings. Detailed information can be obtained by ringing the 1998 Air Day Information Line on 0891 884599

• **AERO SPACE & VEHICLE** Club annual Model Show and competition will be held at the Community Centre, Church Road, Wombourne, Nr. Wolverhampton from 10.30am to 4.30pm on

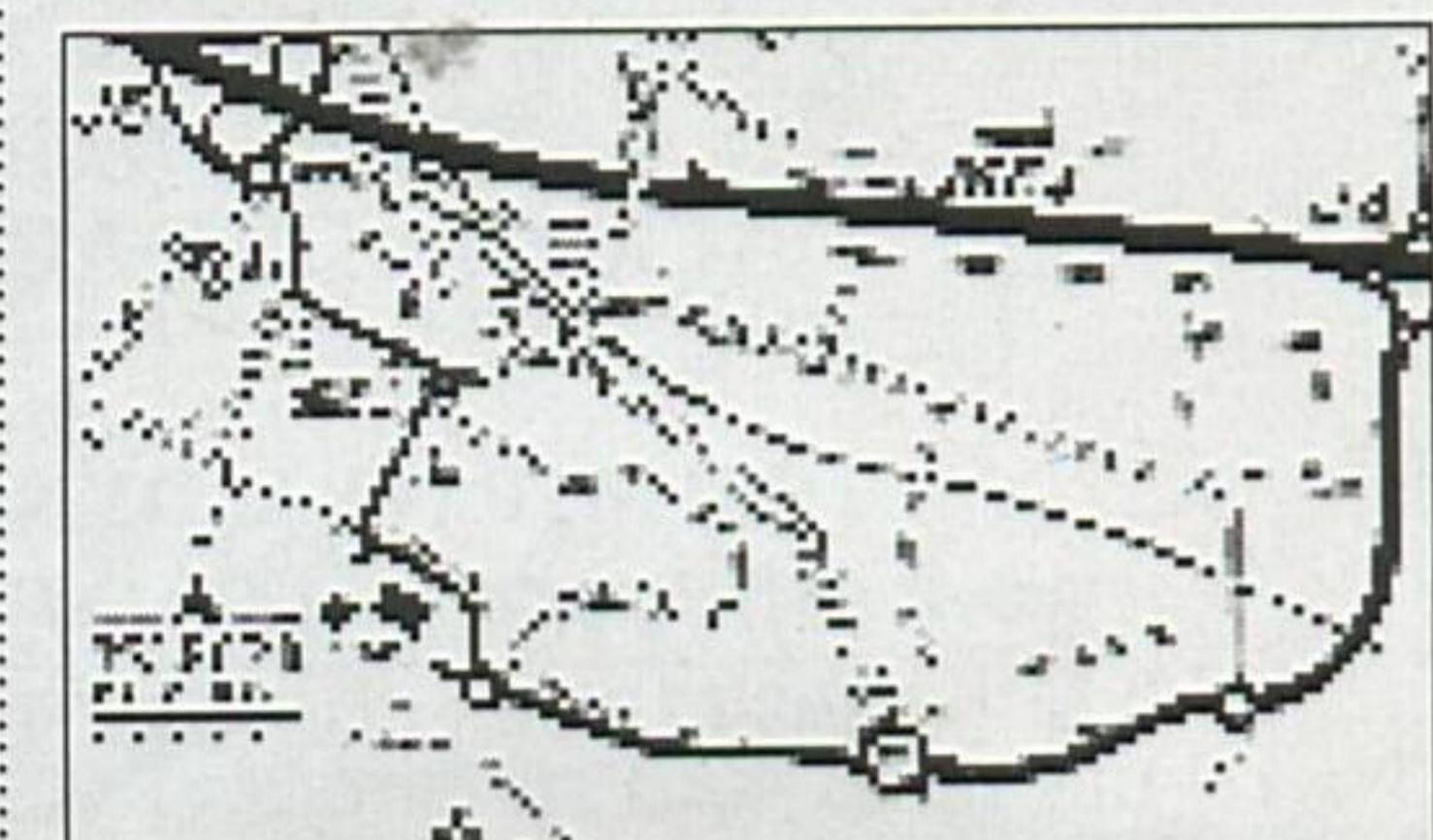
September 6th 1998. For more information contact J Van-Leerzem, 163 Bells Lane, Stourbridge, West Midlands. DY8 5DS or J. Turner, 340 Stourbridge Road, Brierley Hill, West Midlands. DY6 1JA.

Show Cancellation

• **THERE WILL BE NO CHILTERN SHOW** this year. The Shuttleworth Collection have declined to make space available this year and alternative space at the IWM site at Duxford was only available for an unsuitable date. The Chiltern Club has therefore reluctantly decided to cancel this year's event. Hopefully we will be back in 1998 with a new venue (sponsorship eagerly sought!) and we all look forward to welcoming back all our many friends for that event. Roger Walls Grove, Chairman, Chiltern Scale Model Club/IPMS Chiltern, 36 Ver Road, Redbourn, Herts. AL3 7PE. Tel: 01582 792126

Important News

• **THE IPMS(UK) NATIONALS** will be held at a new venue, the Telford International Centre, St. Quentin Gate, Telford, Shropshire. TF3 4JH on the 24th/25th October 1998. We will publish a more detailed report on the new venue and facilities in a forthcoming edition. All individuals and groups wishing to arrange accommodation should contact the bed bureau on 01952 202772. Have to hand details of when you are intending to arrive, along with your budget and the bed bureau staff will try to locate suitable accommodation for you.



• **ABINGDON IPMS MODEL** Show will be held on Saturday 7th November. Venue will again be the Preston Road Community Centre, Abingdon, Oxon. 10am to 5pm. Contact: Tony Clements, 01235 522893 or Alan Dagg 01235 527366.

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• **ENTHUSIAST WITH SERIOUS** illness is seeking metal model construction kit, any scale of WWII BofB Spitfire or Hurricane. If you can help I am prepared to pay a reasonable price for the kit. Please contact Bob Weston, 2 Park Lane, Salisbury. SP1 3NP or Tel: 01722 746320.

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• **CONTRAIL 'HAMILCAR', VALHALLA** Yokosuka 'Jean', Gartek E7K 'Alf' radial engined, Fine Molds (FP-01) Ki-61 II variant. Contact Nicola Minerva. Paradigma 62, 43100 Parma, Italy.

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• **BOUND COPIES OF RAF Flying Review** and Air Enthusiast. Good prices paid. Also Air Publications (AP's) and parts manuals on all military aircraft types. Specifically Vol 1 & 3's and Pilot's Notes. Will purchase batches, or singles. I would also like to borrow similar for copying, postage etc covered. Contact the Editor, in writing, at the editorial address.

• **SIKORSKY VS300 GENERAL** arrangement drawings/plans. Any scale for long term scratch build modelling project. Has anyone detailed photos of the example displayed in the states and could lend me them for copying. Any help much appreciated. All costs gladly reimbursed. Please contact Pete Tasker, 22 Brookfield, Haslington, Crewe. CW1 5WE. Tel: 01270 25868 or email pete.tasker@lineone.net

• **ANY KITS OF THE CONVAIR 880** and 990 wanted please. Reasonable price paid. Please contact Ray Hadgson on 0151 342 9450 (Merseyside area).

• **SCALE AVIATION MODELLER**, Volume 2 Issue 7 (July Issue). Contact Ralph Dyer, 22 Croft Way, Rushden, Northants. NN10 0ES Tel: 01933 317153.

• **INFORMATION ON CAMOUFLAGE** and markings of Hellcats and Avengers in Uruguayan service. Also TBM-3S2 in Cuban Navy Service. Contact Paul Hargreaves, 54 Braemar Road, Castor Bay, Auckland, New Zealand.

• **MONOGRAM ALBATROS PA20** 149, left bottom wing panel part number 12 needed to complete kit. Contact Mike Fisher, 8 Porth Bean Road, Newquay, Cornwall. TR7 3JE. Tel: 01637 874545.

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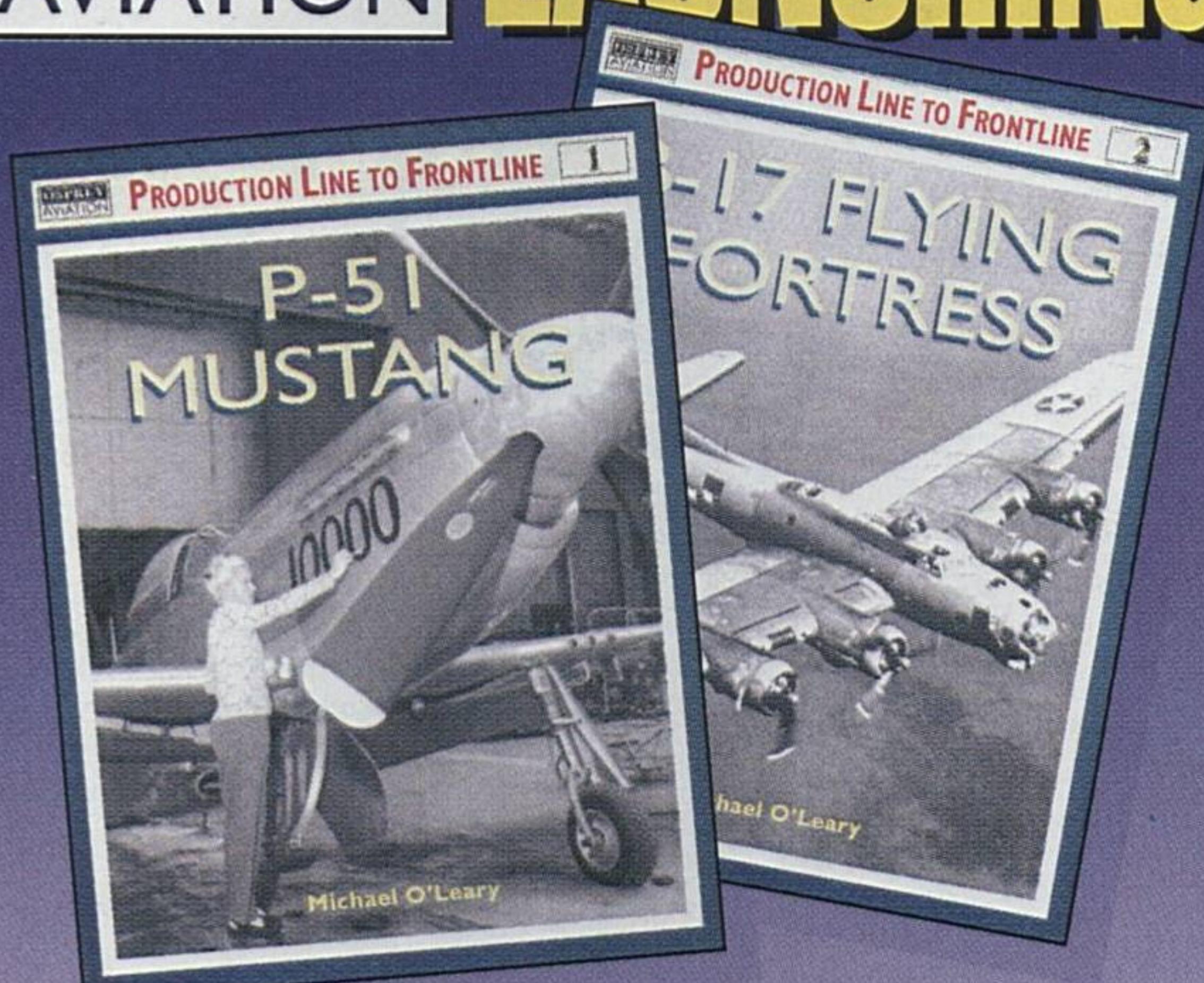
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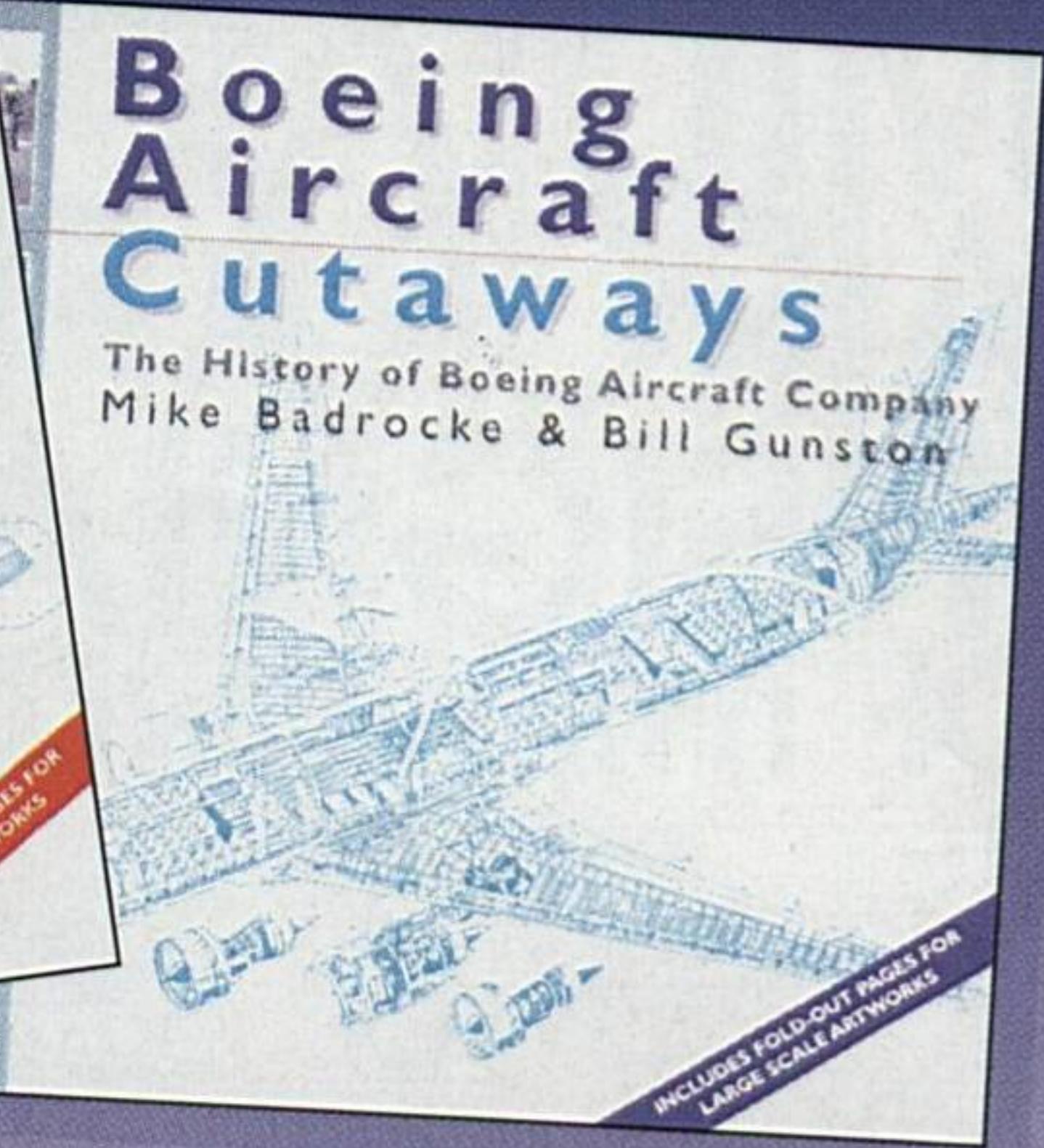
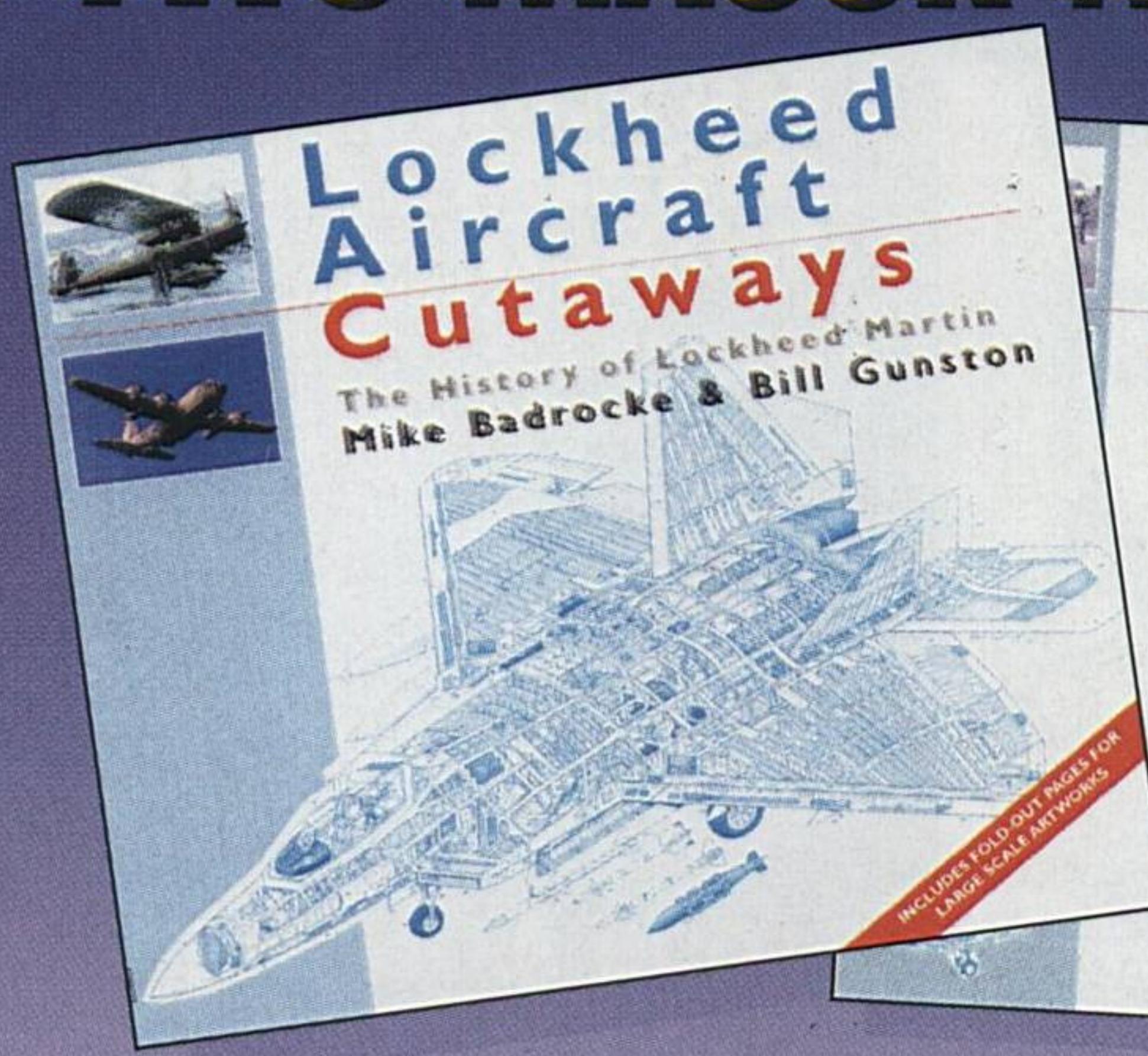
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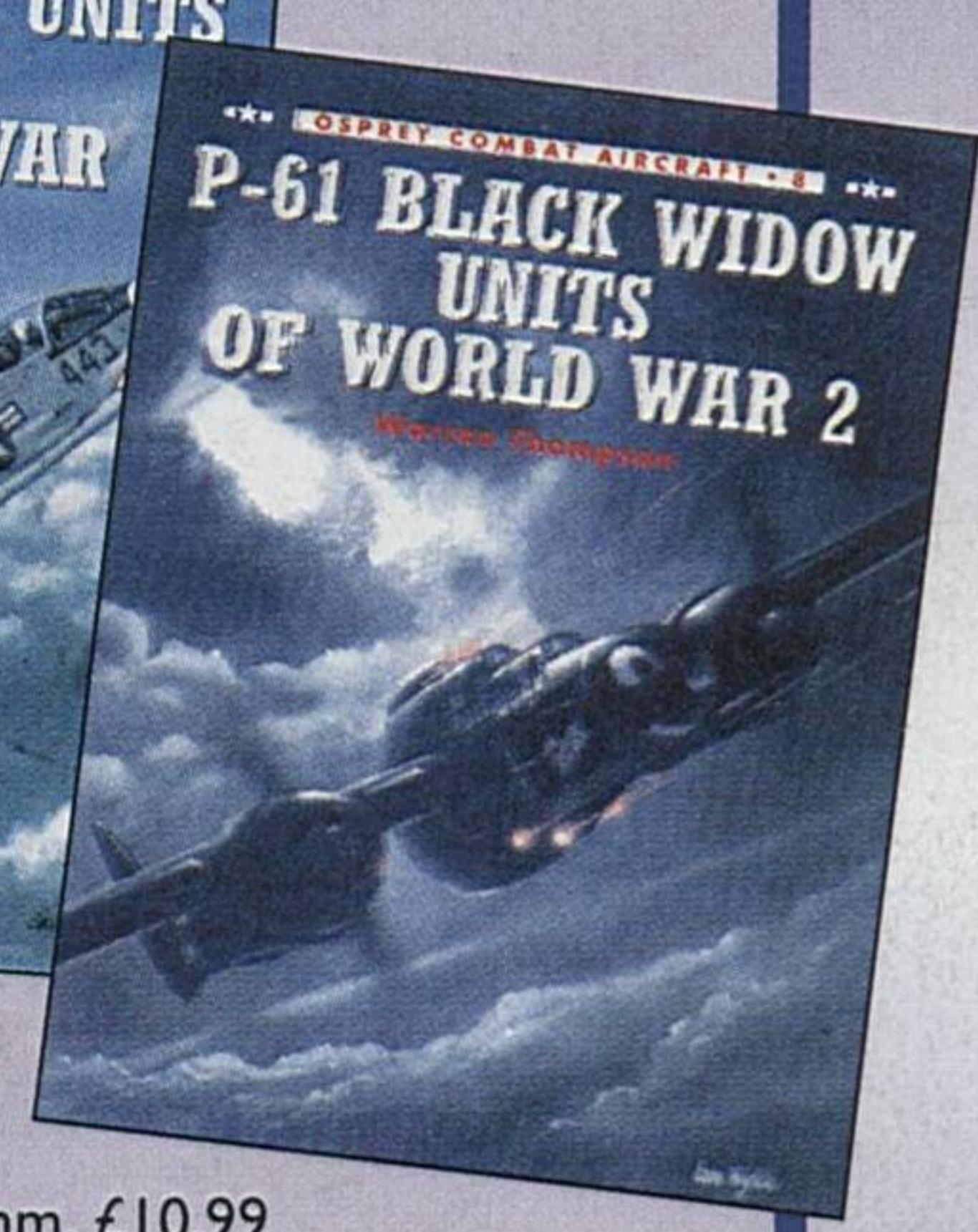
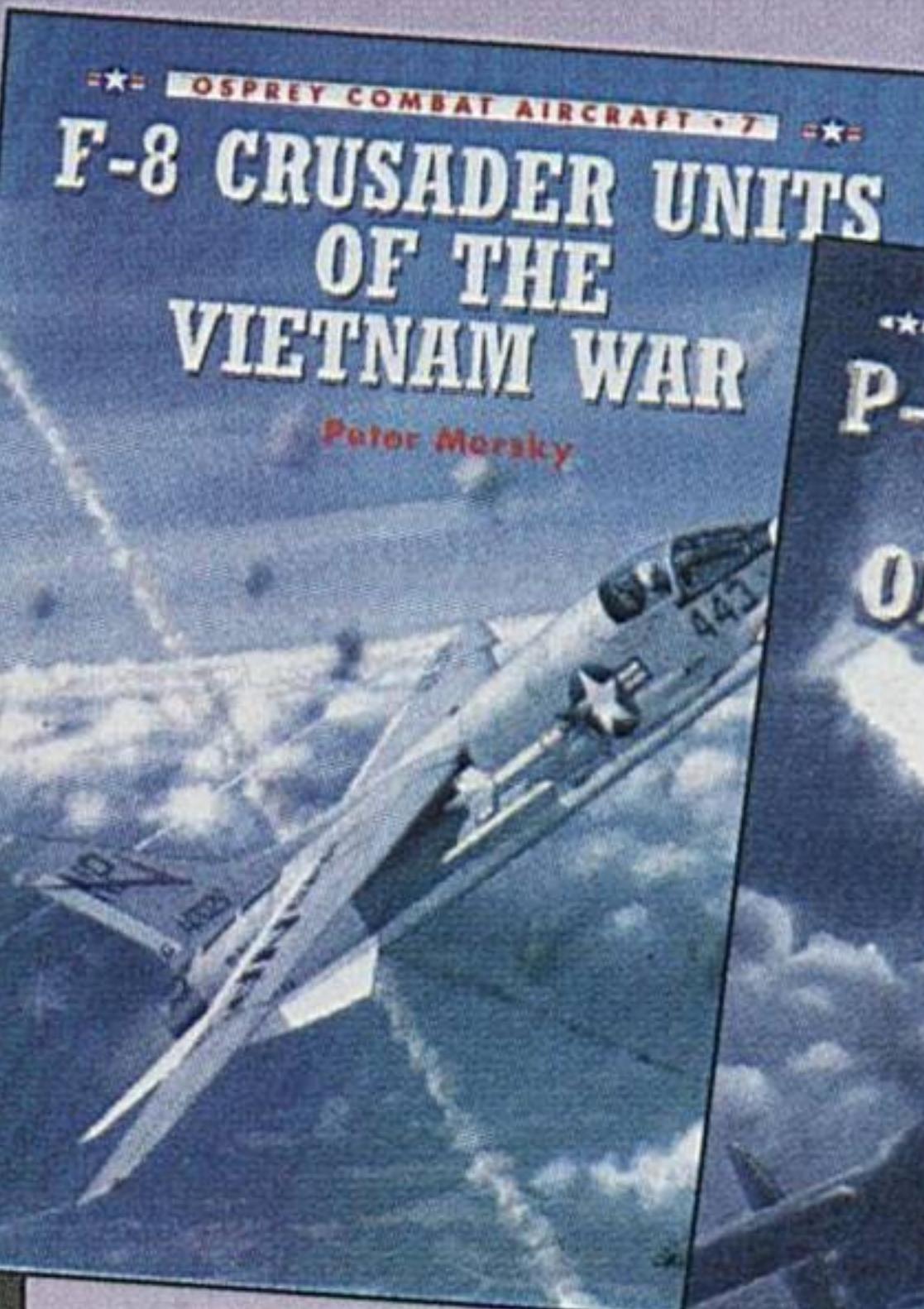
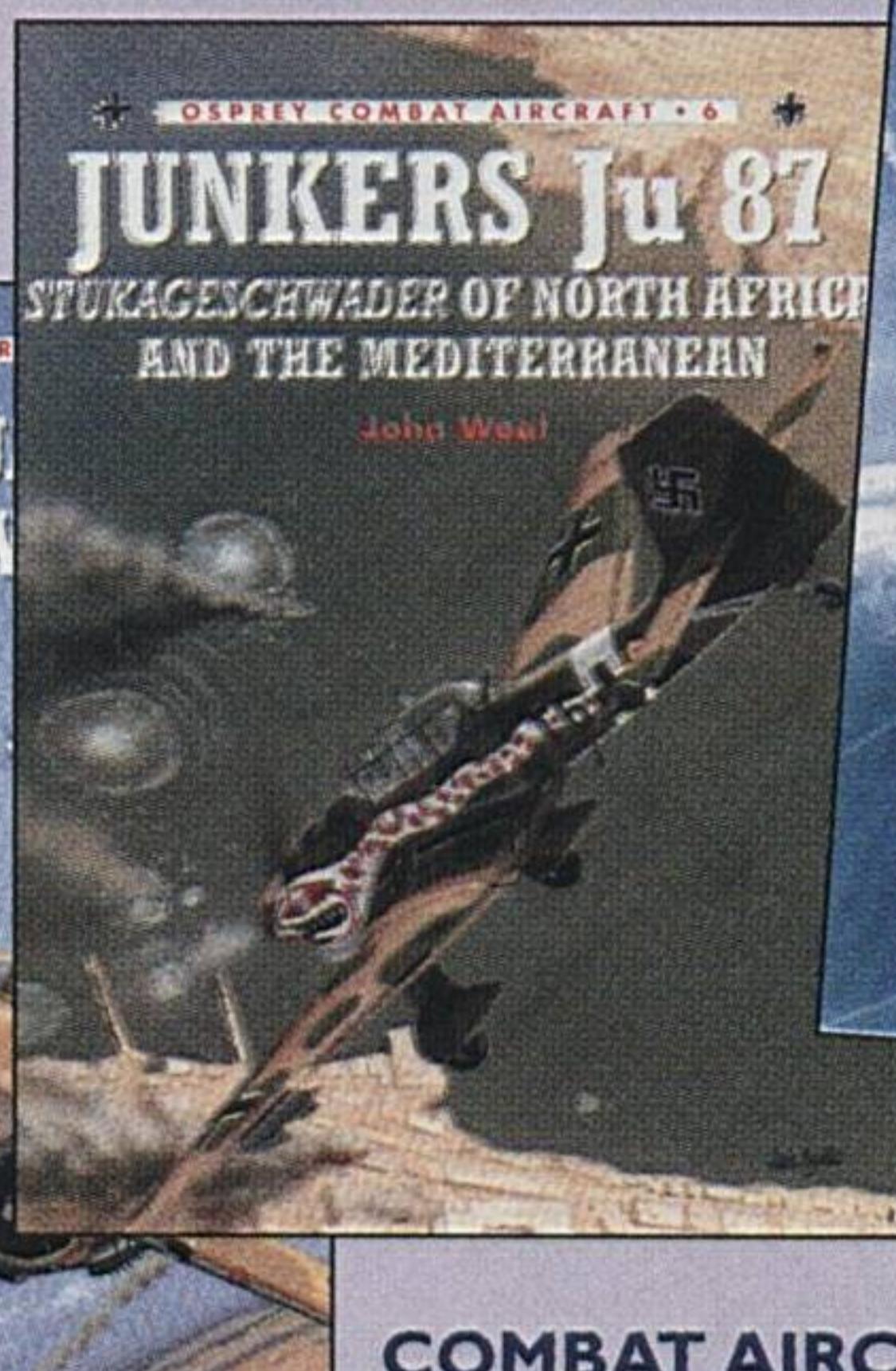
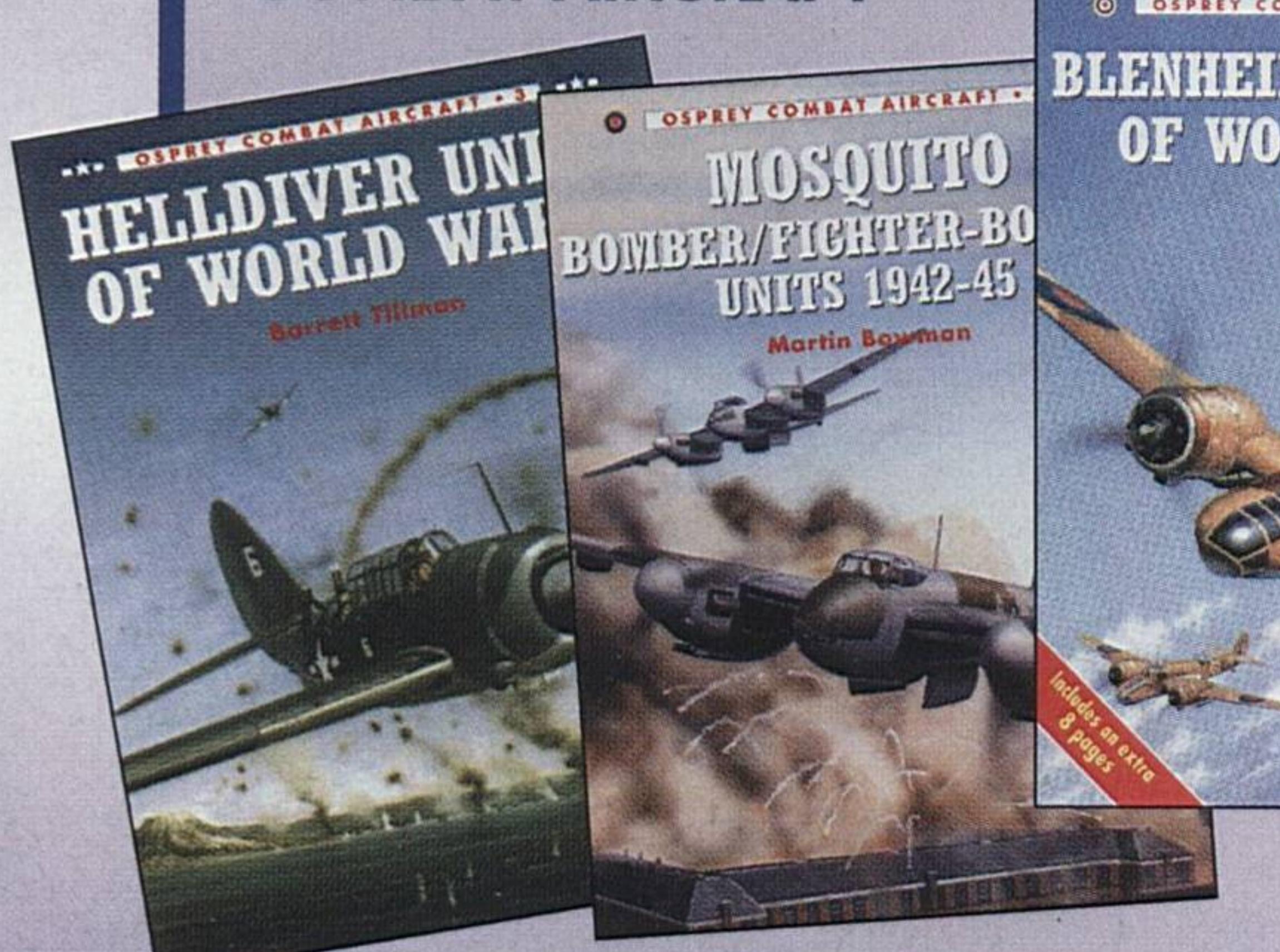


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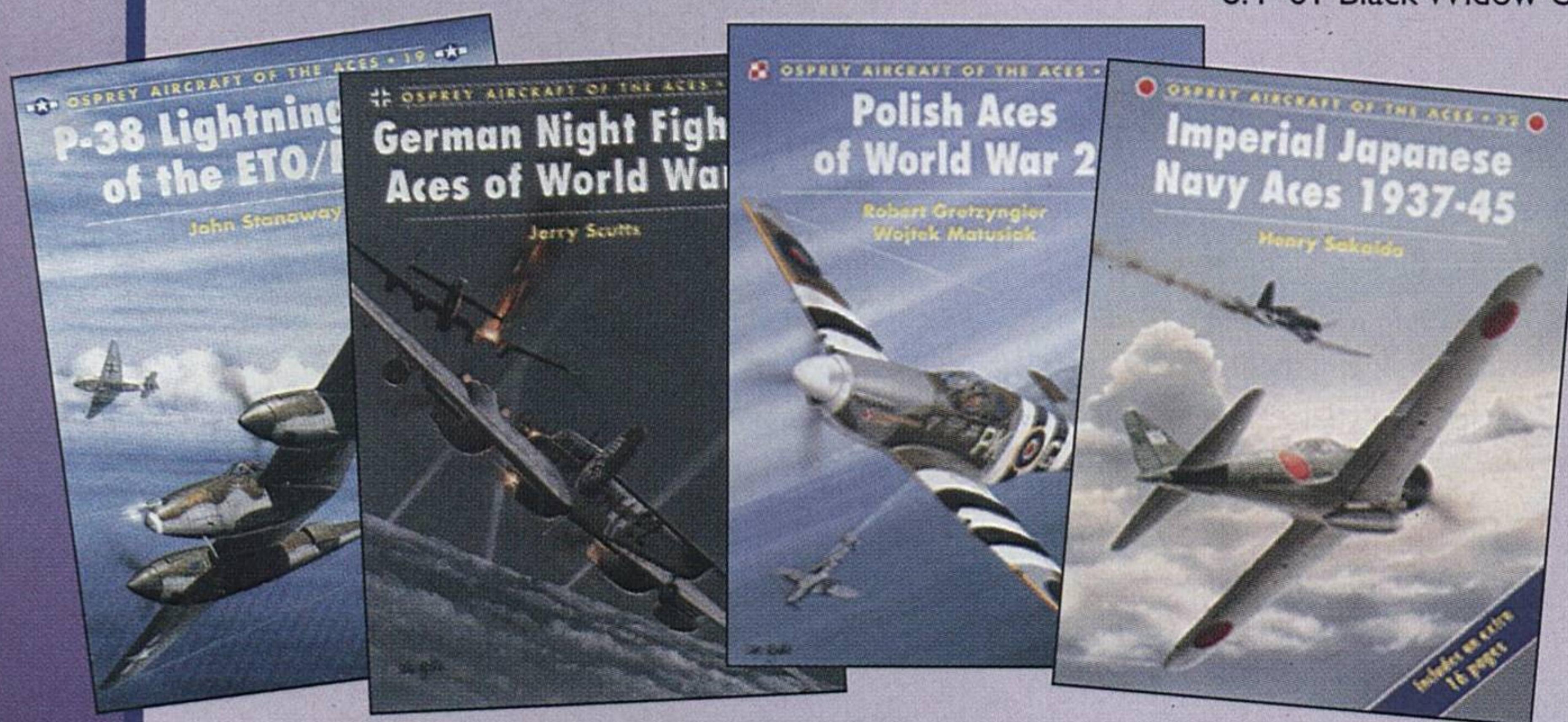
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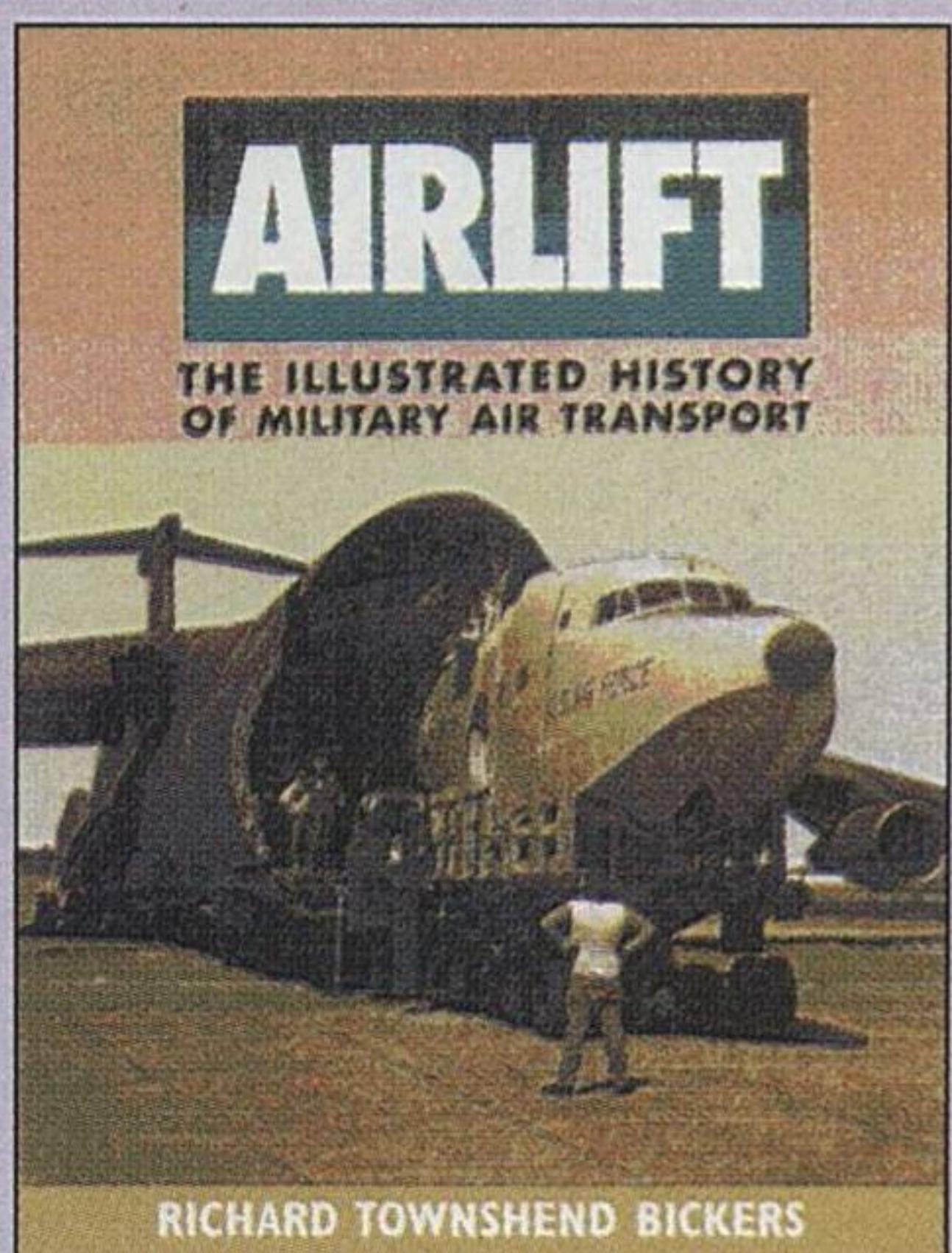
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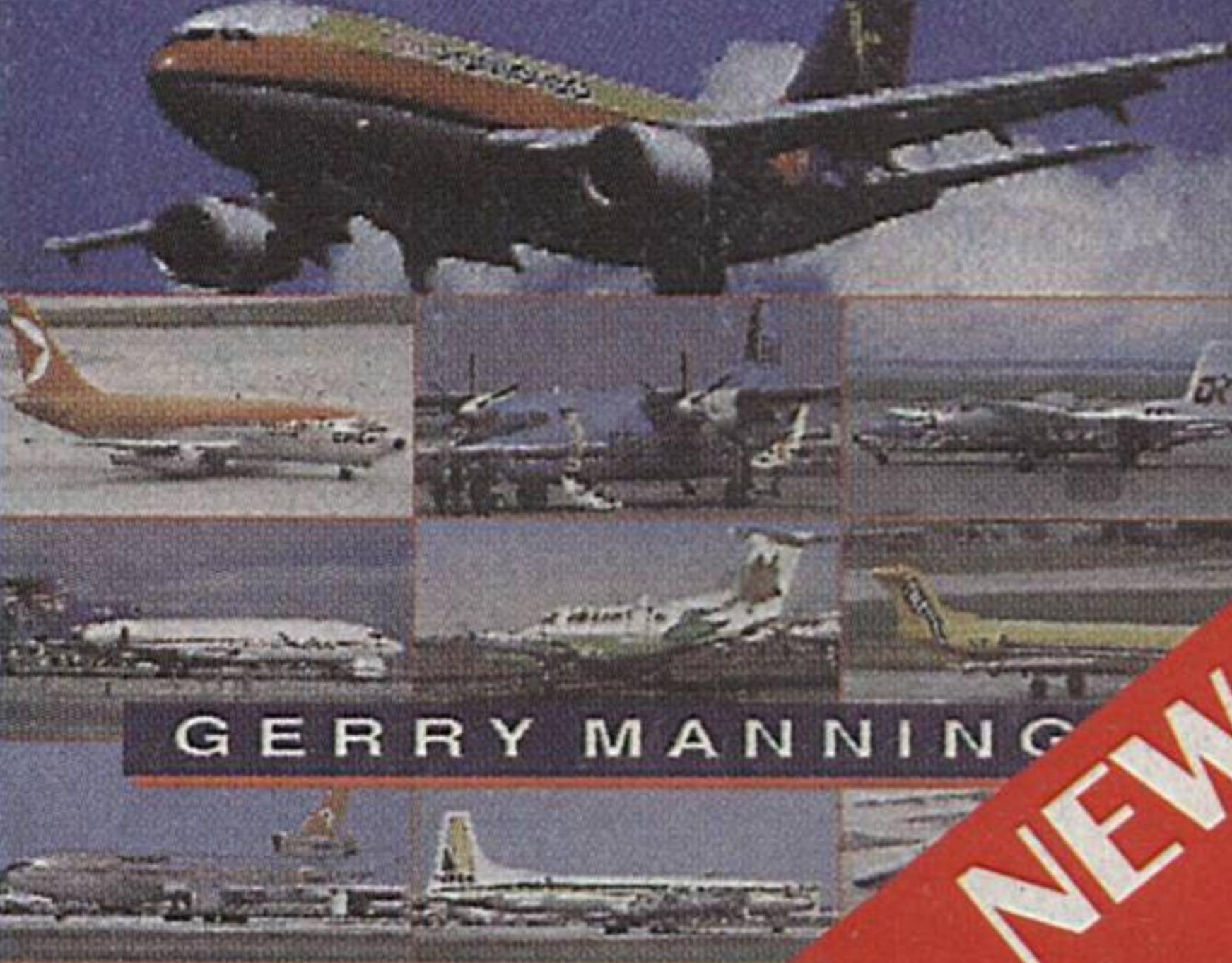
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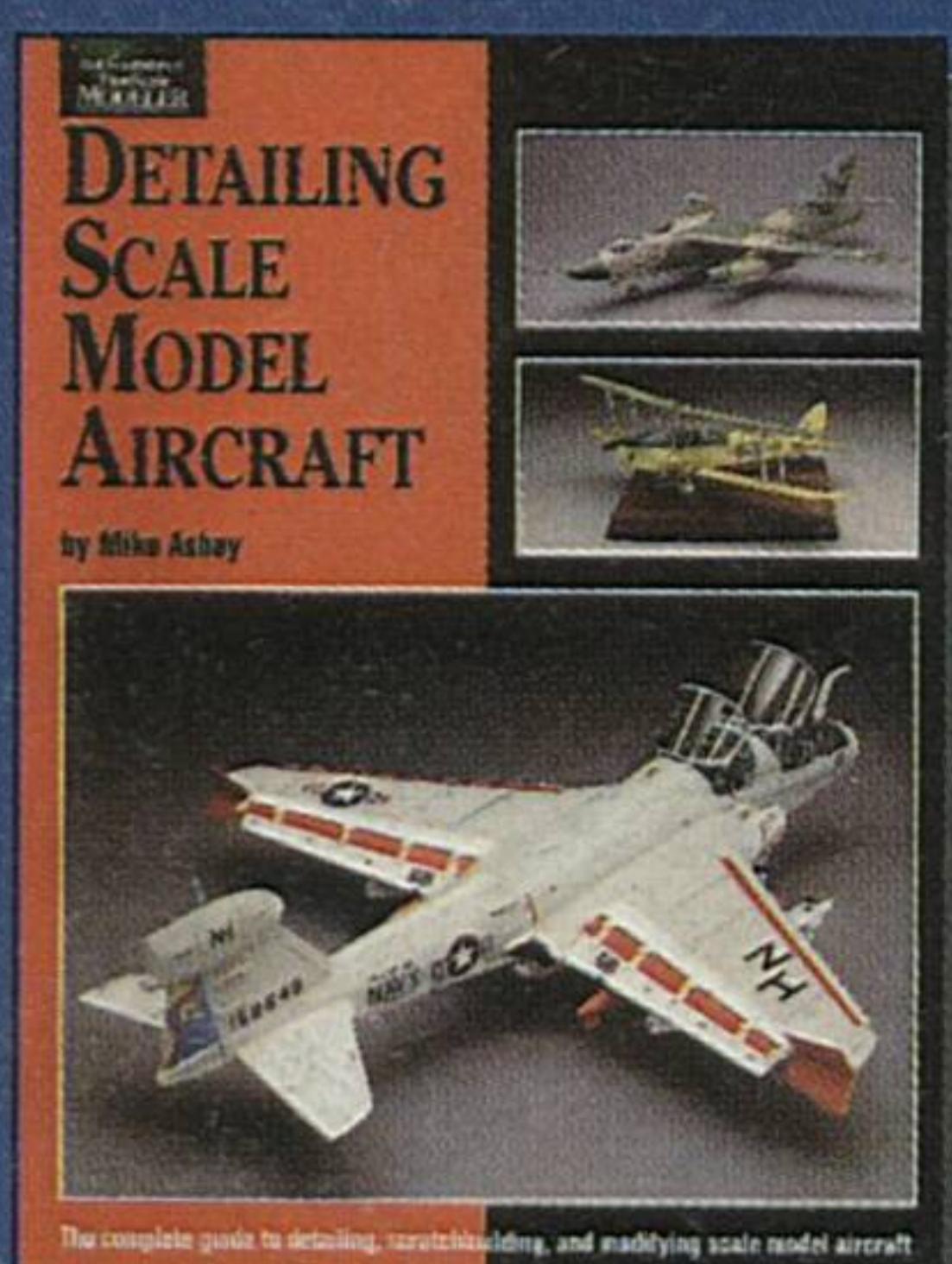
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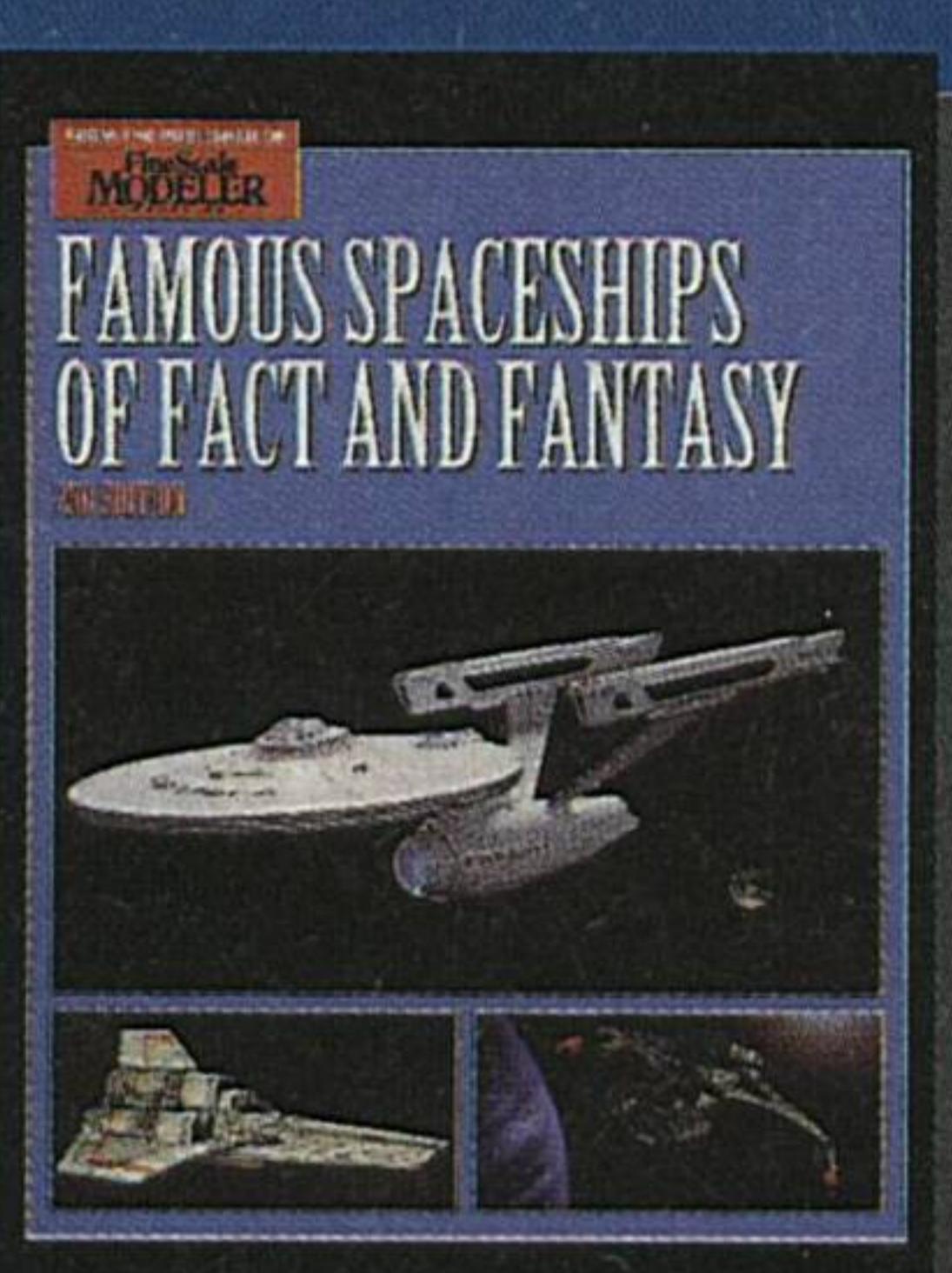
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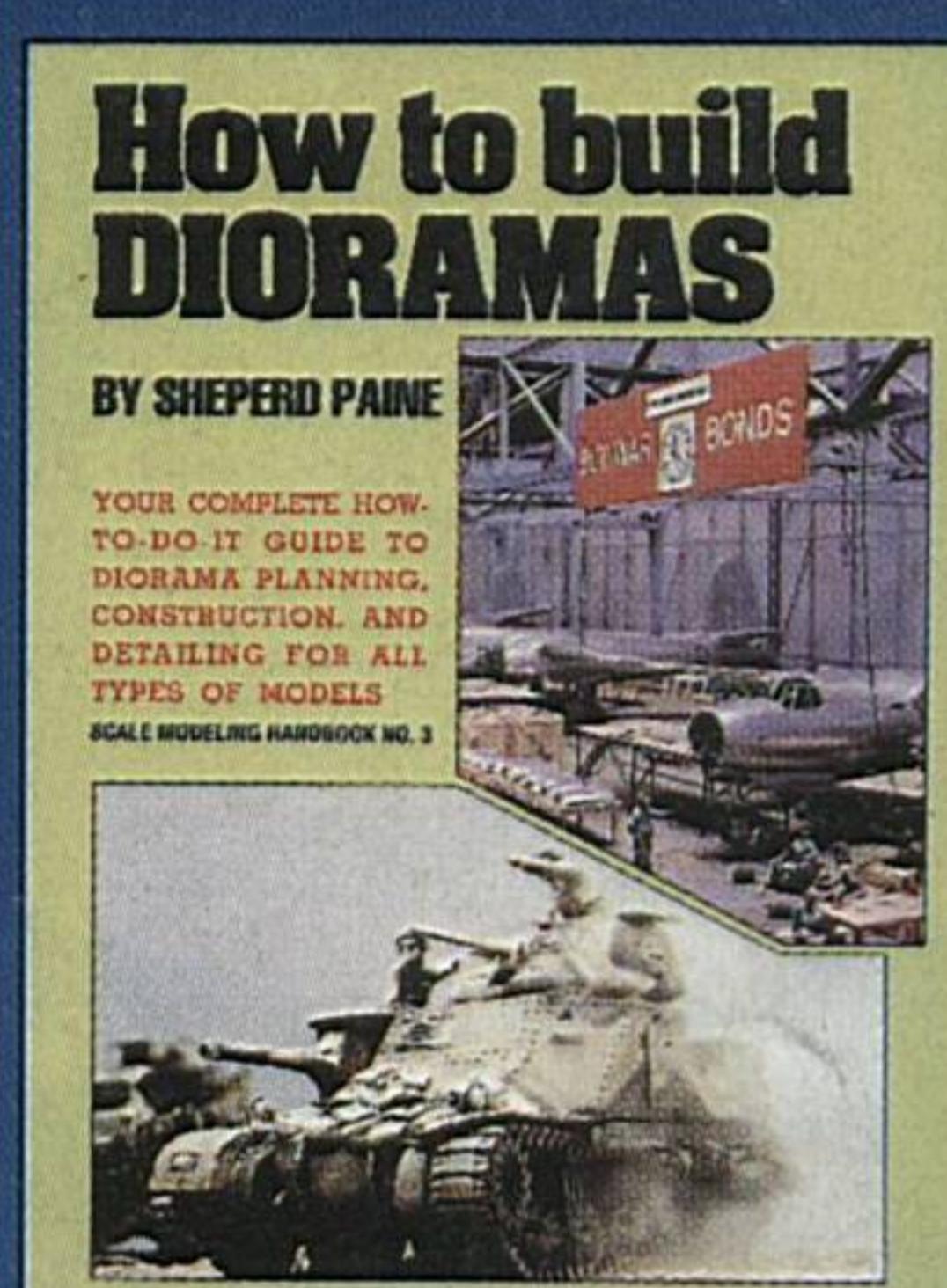
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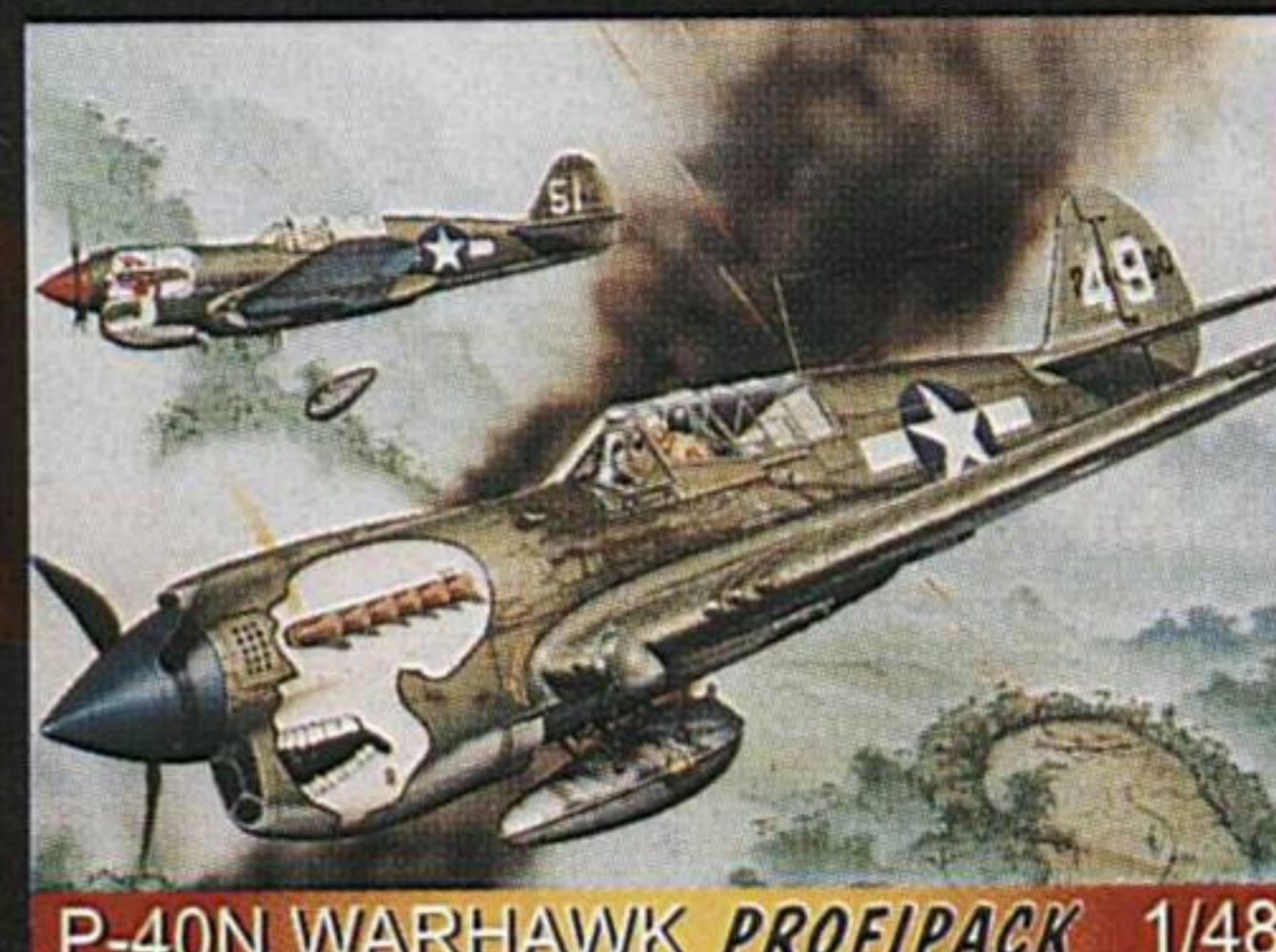
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P-40N WARHAWK PROFIPACK 1/48



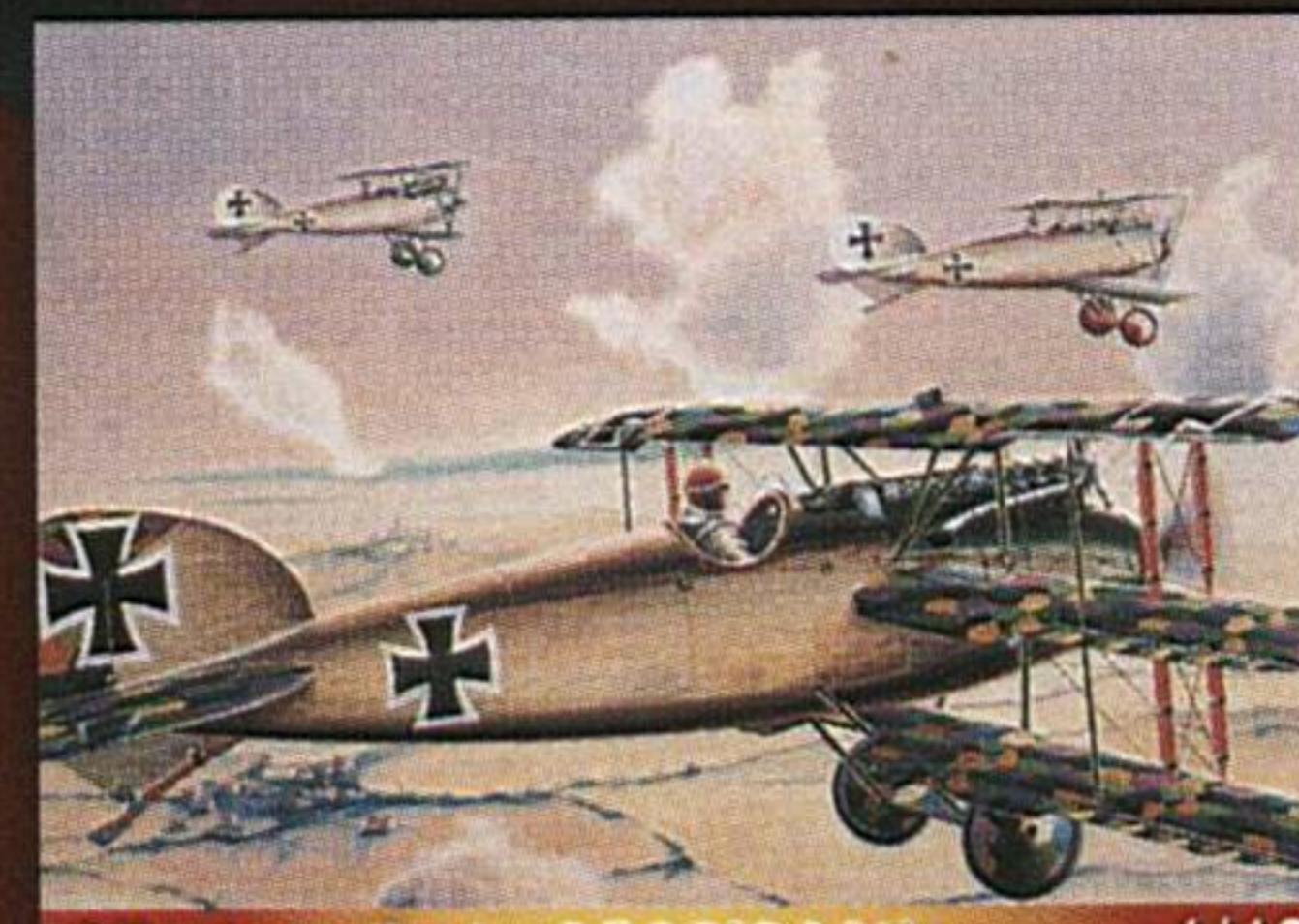
Nieuport 17 "VIEUX CHARLES" 1/48



Yak-3 PROFIPACK 1/48



Tempest Mk.V PROFIPACK 1/48



Albatros Dr.I PROFIPACK 1/48



Yak-3 "NORMANDIE-NIEMEN" 1/48



Tempest Early Version PROFIPACK 1/48



Spitfire Mk.XXI PROFIPACK 1/72



II-2 type 3 Stormovik 1/72



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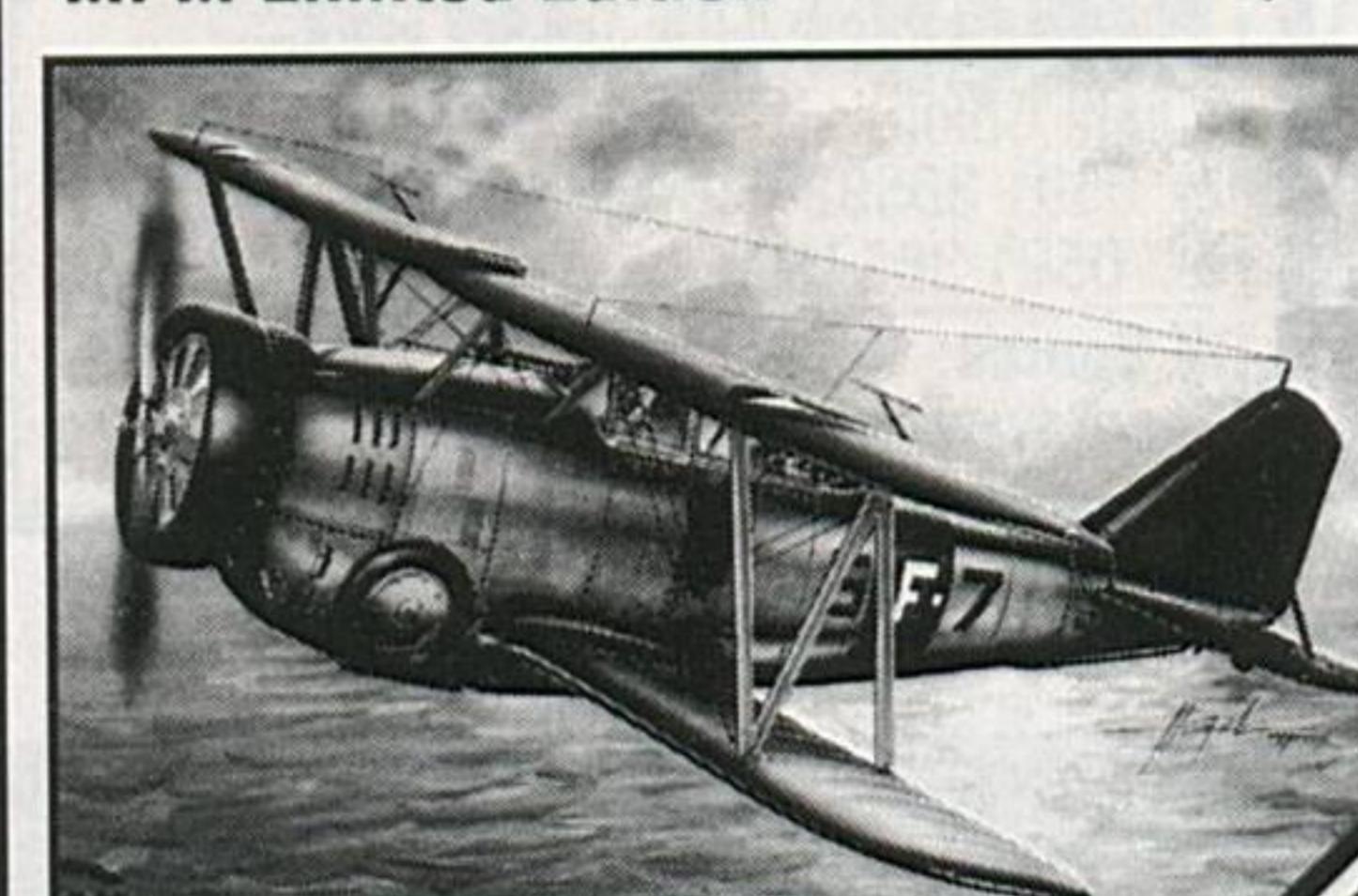
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Kit: Republic A-10A 'Warthog'

Manufacturer: Italeri
Scale: 1/72nd
Status: New Tooling ✓
Panel Lines: Engraved ✓
Fabric Effect: N/A
Quality: • 1
Price: £7.99
Type: Injection Moulded Plastic
Parts: Plastic 121, Clear 7
Options: Open air brakes, avionics and crew access ladder bays
Decal Options: 2 (52nd FG, 110th FG ANG)
UK Importer:
 Richard Kohnstam International Ltd.,
 13-15a High Street,
 Hemel Hempstead,
 Herts. HP1 3AD.
 Tel: 01442 61721
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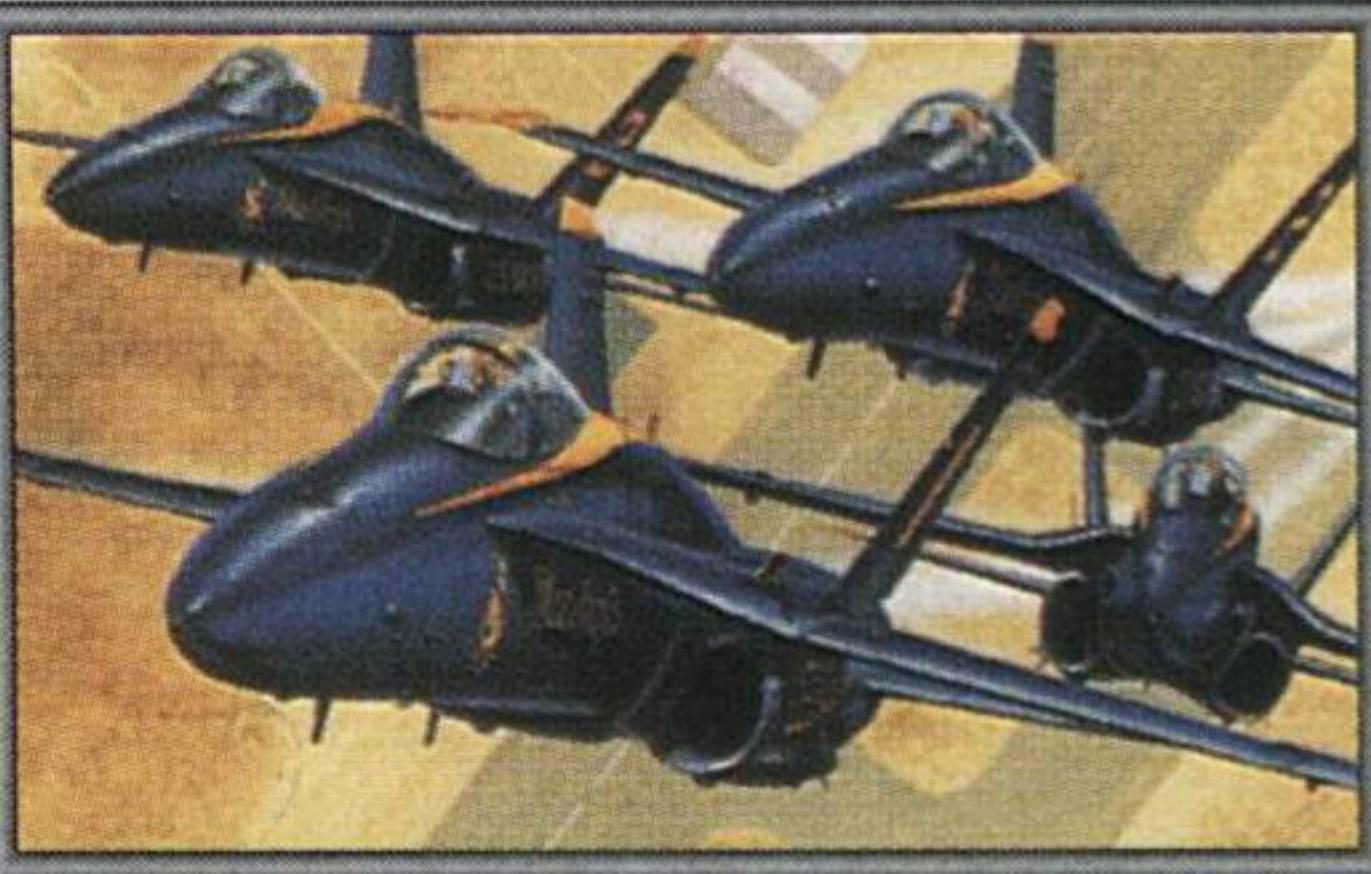
Kit: Sukhoi Su-25 Frogfoot

Manufacturer: Zhengdefu (China)
Origin: Galaxy Model (China)
Scale: 1/48th
Status: New Tooling ✓
Panel Lines: Engraved ✓
Fabric Effect: N/A
Quality: • 4
Price: £11.00 (inc UK P&P)
Type: Injection Moulded Plastic
Parts: Plastic 142, Clear 9
Decal Options: 1
UK Source: The Turntable (See Advertisers Index)



Kit: Consolidated 20A Fleetster

Manufacturer: Dekno
Scale: 1/72nd
Status: New Tooling ✓
Panel Lines: Engraved ✓
Fabric Effect: Raised ✓
Quality: • 3
Price: £23.00
Type: Resin, White Metal & Vac-formed Clear
Parts: Resin 18, Metal 11, Clear 1
Decal Options: 4 (Spanish Republican AF, Spanish Air Army, Condor Air Lines & TWA)
Manufacturer: Dekno Models, Avda, Príceps d' Asturias, 21, 6é, 2a, 08012 Barcelona, Spain.
 Tel/Fax: +34 3415 2308
Source: Hannants (See AeroMaster advert)



Kit: McD F-18 Blue Angels Flight Display

Manufacturer: AMT/Ertl
Scale: 1/72nd
Status: Repackaged Tooling ✓
Panel Lines: Engraved ✓
Fabric Effect: N/A
Quality: • 3
Price: £32.50
Type: Injection Moulded Plastic
Parts: Plastic 232, Clear 8 & Display Stand
Decal Options: 1 (for each aircraft)
Manufacturer: The Ertl Company Inc., Dyersville, Iowa 52040-0500, USA.
UK Importer: Ertl Europe Ltd, Falcon Road, Exeter, EX2 7LB
 Tel: 01392 445434 Fax: 01392 445933



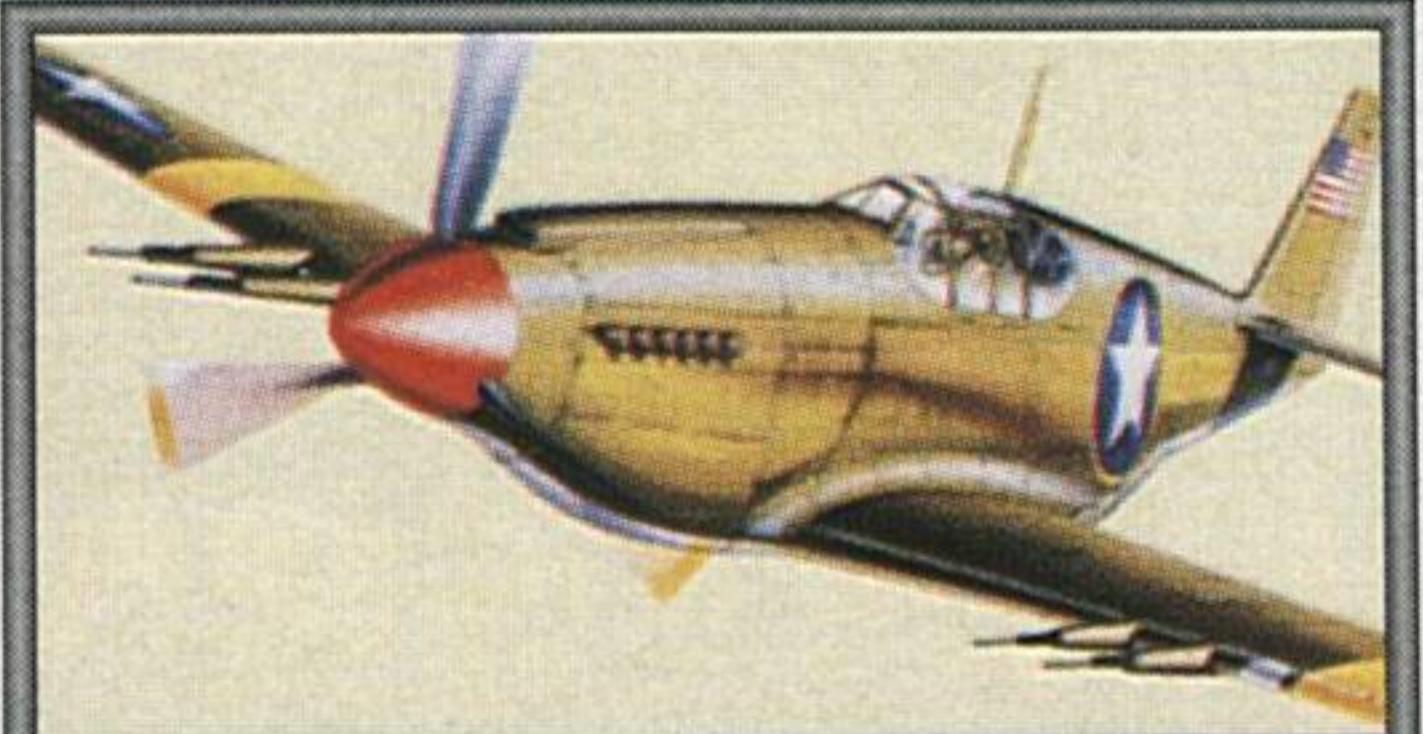
Kit: Ilyushin Il2m3 with NS-37 cannons

Manufacturer: Dako Plast
Scale: 1/72nd
Status: Revised Tooling ✓
Panel Lines: Engraved ✓
Fabric Effect: ✓
Quality: • 3
Price: £8.99
Type: Injection Moulded Plastic
Parts: Plastic 97, Clear 7
Decal Options: 2
UK Importer: Pocketbond Ltd (See Advertisers Index)



Kit: Sikorsky MH-53J 'Pave Low III'

Manufacturer: Galaxy (Fujian) Toys Co. Ltd.
Scale: 1/72nd
Status: Repackaged Tooling ✓
Origin: Hasegawa (?)
Panel Lines: Engraved ✓
Fabric Effect: N/A
Quality: • 3
Price: £6.00 (inc. P&P)
Type: Injection Moulded Plastic
Parts: Plastic 112, Clear 10
Decal Options: 2
Manufacturer: Galaxy (Fujian) Toys Co., Ltd., QuianYu Street, GuShan, FuZhou, Fujian, China.
 Tel: 0591 3659288 or 3654557
 Fax: 0591 3657666
UK Source: The Turntable (See Advertisers Index)



Kit: North American P-51 Mustang I

Manufacturer: Italeri
Scale: 1/72nd
Status: New Tooling ✓
Panel Lines: Engraved ✓
Fabric Effect: ✓
Quality: • 1
Price: £3.50
Type: Injection Moulded Plastic
Parts: Plastic 60, Clear 1
Options: Plain & spoked wheel hubs, bombs or drop tanks, cannon or machine gun armament
Decal Options: 2 (USAAF & RAF)
UK Importer:
 Richard Kohnstam International Ltd., 13-15a High Street, Hemel Hempstead, Herts. HP1 3AD.
 Tel: 01442 61721 Fax: 01442 240647



Kit: Sukhoi Su-22M4

Manufacturer: SMER
Scale: 1/72nd **Status:** Revised Tooling ✓
Panel Lines: Engraved ✓
Fabric Effect: N/A
Quality: • 3 **Price:** £5.95
Type: Injection Moulded Plastic
Parts: Plastic 64, Clear 1 **Decal Options:** 3
UK Importer: Pocketbond Ltd (See Advertisers Index)



Kit: Focke Wulf Fw 190F-8/A-8 & Bv 246 'Hagelkorn'

Manufacturer: Revell®
Scale: 1/72nd
Status: Revised (New) Tooling ✓
Panel Lines: Engraved ✓
Fabric Effect: ✓
Quality: • 1
Price: £2.95
Type: Injection Moulded Plastic
Parts: Plastic 53, Clear 4
Decal Options: 3 (2 with Bv 246)
UK Distributor: Revell®, Binney & Smith (Europe) Ltd, Ampthill Road, Bedford, MK42 9RS.
 Tel: 01234 360201 Fax: 01234 342110



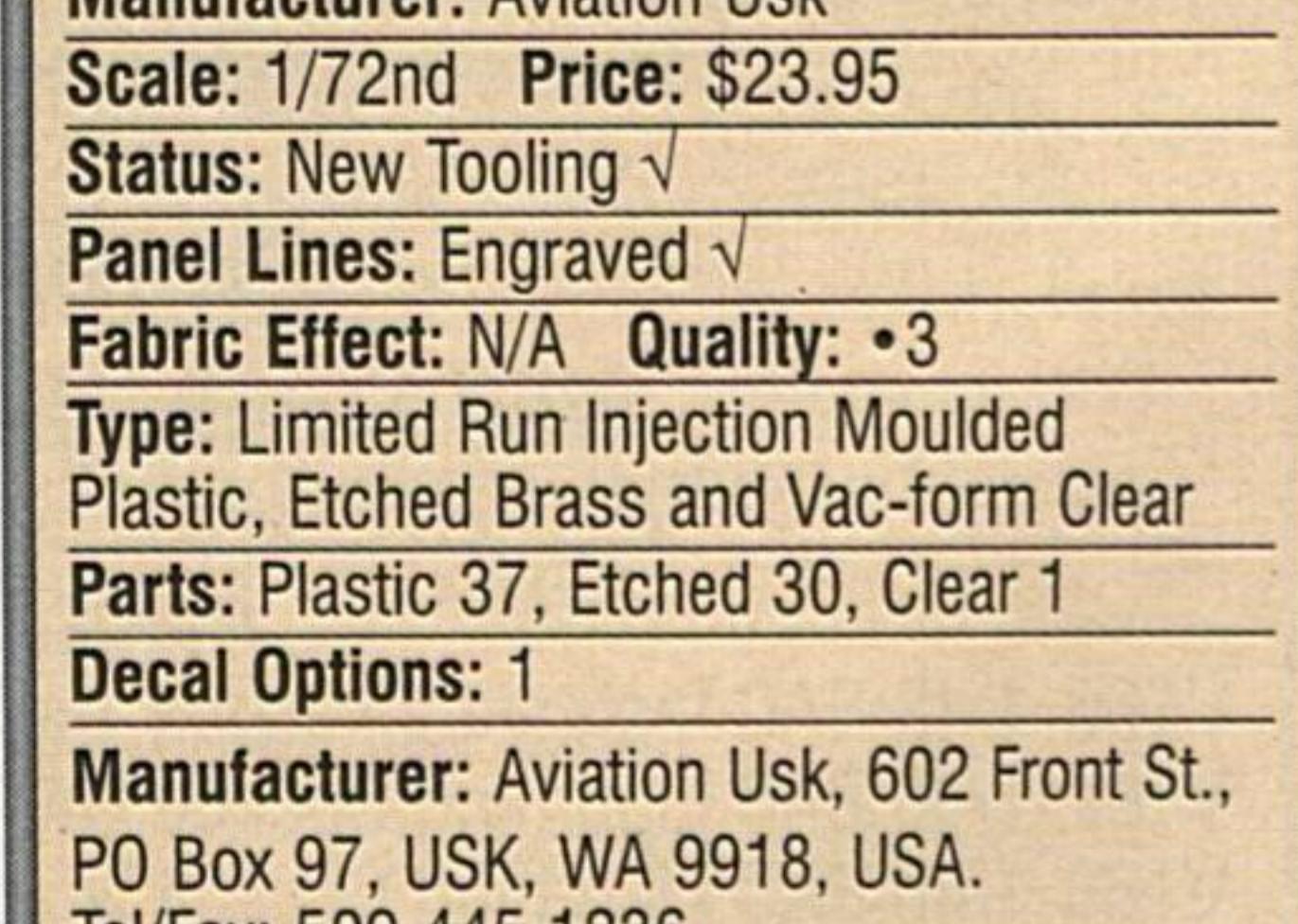
Kit: Messerschmitt Me 262B-1a/U1

Manufacturer: Revell®
Scale: 1/72nd
Status: New Tooling ✓
Panel Lines: Engraved ✓
Fabric Effect: N/A
Quality: • 1
Price: £2.95
Type: Injection Moulded Plastic
Parts: Plastic 54 Clear 1
Decal Options: 2
Distributor: Revell®, Binney & Smith (Europe) Ltd, Ampthill Road, Bedford, MK42 9RS.
 Tel: 01234 360201 Fax: 01234 342110



Kit: Douglas A-1H Skyraider (US Navy)

Manufacturer: Tamiya
Scale: 1/48th
Status: New Tooling ✓
Panel Lines: Engraved ✓
Fabric Effect: N/A
Quality: • 1
Price: £15.99
Type: Injection Moulded Plastic
Parts: Plastic 182 Clear 5
Decal Options: 3
UK Importer: Richard Kohnstam Ltd, 13-15a High Street, Hemel Hempstead, Herts. HP1 3AD.
 Tel: 01442 261721 Fax: 01442 240647



Kit: Kawanishi E-15K 'Norm'

Manufacturer: Aviation Usk
Scale: 1/72nd **Price:** \$23.95
Status: New Tooling ✓
Panel Lines: Engraved ✓
Fabric Effect: N/A **Quality:** • 3
Type: Limited Run Injection Moulded Plastic, Etched Brass and Vac-form Clear
Parts: Plastic 37, Etched 30, Clear 1
Decal Options: 1
Manufacturer: Aviation Usk, 602 Front St., PO Box 97, USK, WA 9918, USA.
 Tel/Fax: 509 445 1236

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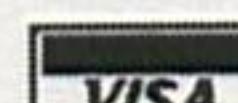
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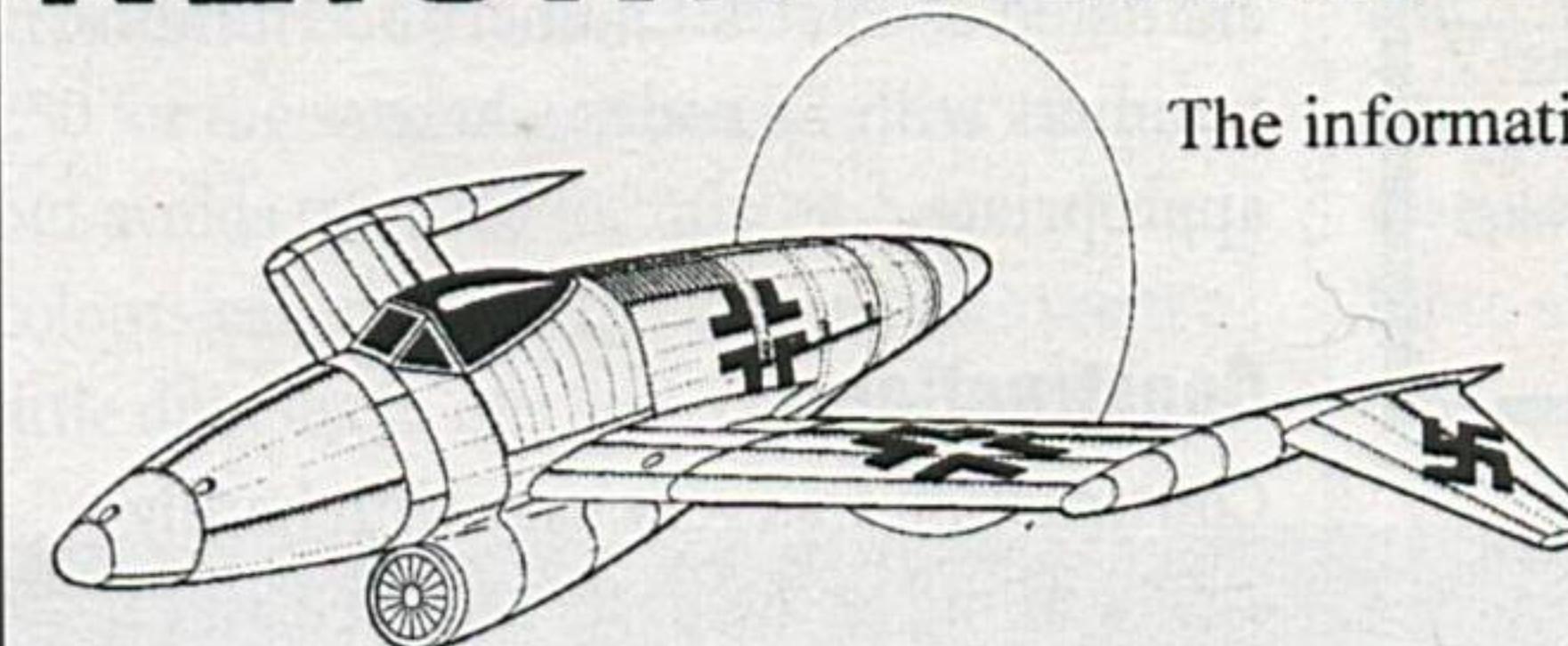


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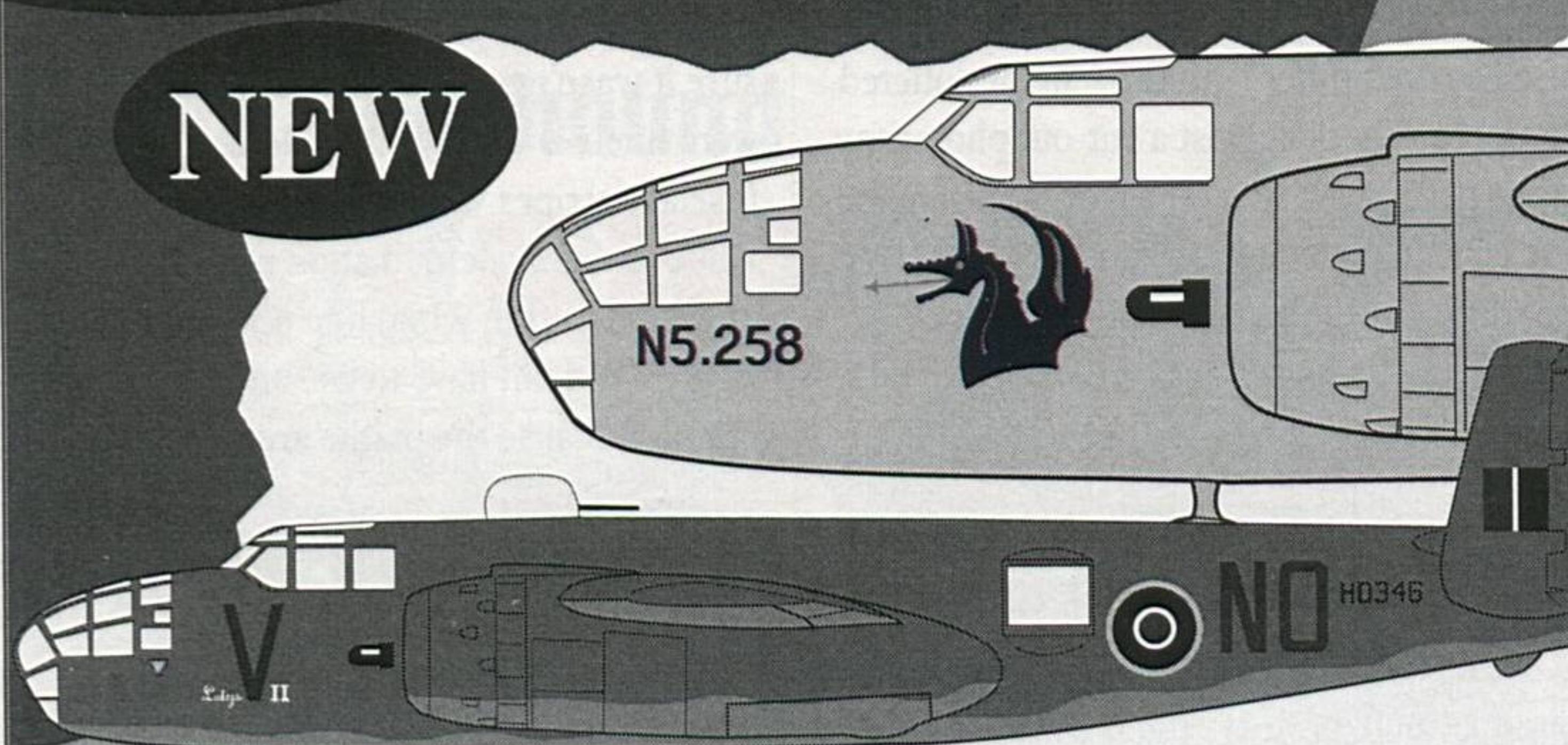
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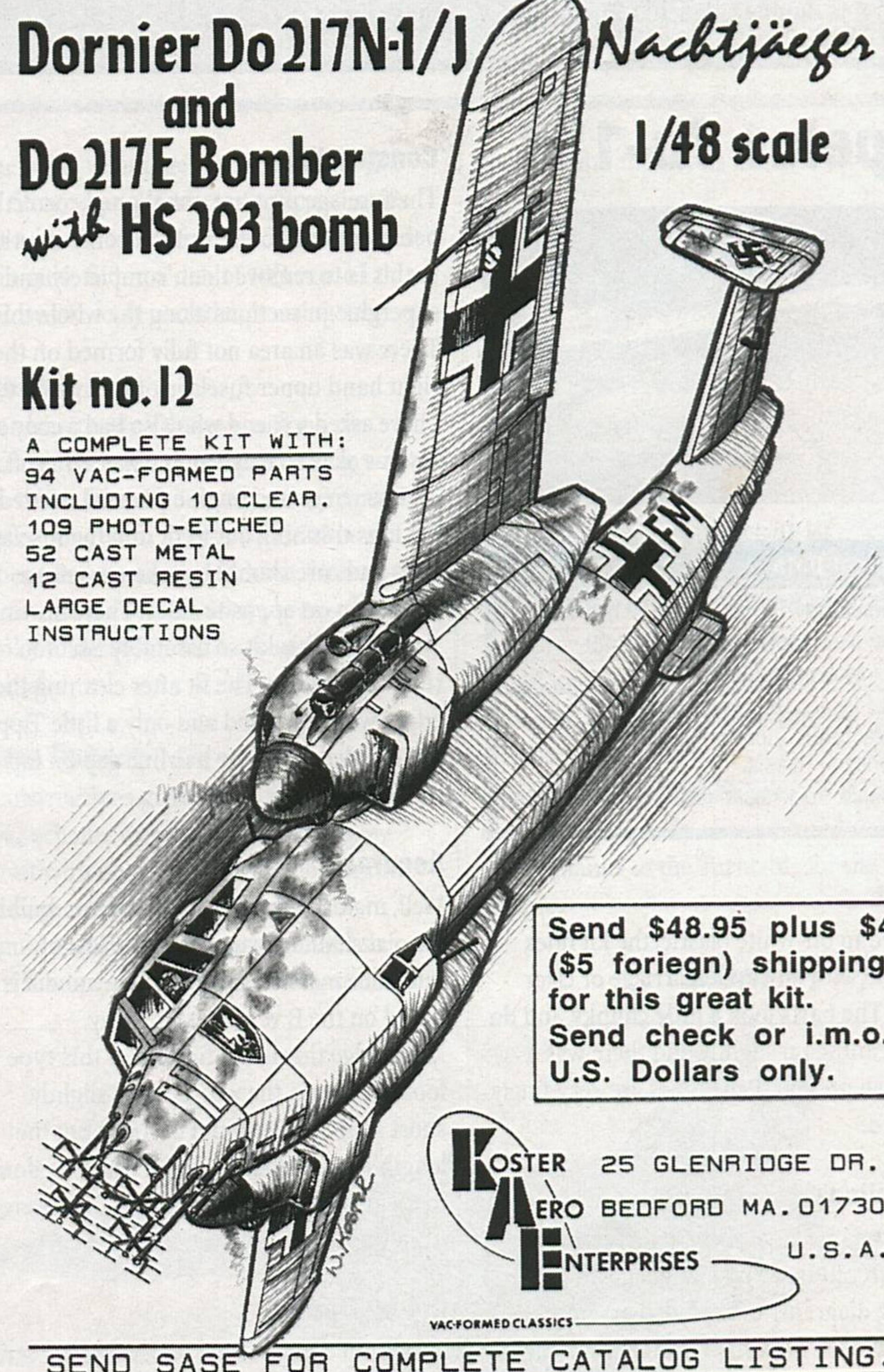
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